



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

NOVEMBER 14, 2018
1:30 - 3:00 PM

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

AGENDA



OZARKS TRANSPORTATION
ORGANIZATION

**Technical Planning Committee Meeting Agenda
Wednesday, November 14, 2018 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO**

Call to Order 1:30 PM

I. Administration

A. Introductions

**B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Juranas)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the September 19, 2018 Meeting Minutes Tab 1
(1 minute/Juranas)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

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

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

**E. Staff Report
(5 minutes/Fields)**

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

**F. Legislative Reports
(5 minutes/Legislative Staff)**

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

II. New Business

A. Administrative Modification Number One to the FY 2019-2022 TIP Tab 3
(5 minutes/Longpine)

There is one change included with Administrative Modification Number Three to the FY 2019-2021 Transportation Improvement Program which is included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Amendment Number Two to the FY 2019-2022 TIP Tab 4
(5 minutes/Longpine)

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
FY 2019-2022 TIP AMENDMENT NUMBER TWO TO THE BOARD OF DIRECTORS**

C. Federal Functional Classification Map Change Request Tab 5
(5 minutes/Thomason)

There are two changes to the Federal Functional Classification Map requested and outlined in the attached materials.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED FEDERAL FUNCTIONAL CLASS CHANGE TO THE BOARD OF DIRECTORS**

D. 2019 Safety and Transit Performance Targets Tab 6
(10 minutes/Longpine)

OTO is required to adopt annual safety and transit targets in order to comply with federal transportation law.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ADOPTION OF
THE 2019 SAFETY and TRANSIT PERFORMANCE TARGETS TO THE BOARD OF DIRECTORS**

E. Annual Listing of Obligated Projects Tab 7
(5 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
ANNUAL LISTING OF OBLIGATED PROJECTS TO THE BOARD OF DIRECTORS**

F. Federal Funds Balance Report Tab 8
(10 minutes/Longpine)

An updated federal funds balance report will be distributed at the meeting. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- G. State of Transportation Report..... Tab 9**
(10 minutes/Longpine)
Staff will provide an overview of the 2017 State of Transportation Report

NO ACTION REQUIRED – INFORMATIONAL ONLY

- H. 2019 Action Items Tab 10**
(10 minutes/Fields)
Staff is recommending the adoption of action items for the 2019 calendar year as part of an ongoing strategic planning effort

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE 2019 ACTION ITEMS TO THE BOARD OF DIRECTORS

- I. STIP Prioritization Criteria Overview Tab 11**
(10 minutes/Fields)
In preparation for the next round of STIP Prioritization, staff will be providing an overview of two of the seven criteria currently used in scoring projects

NO ACTION REQUIRED – INFORMATIONAL ONLY

- J. MoDOT Presentation**
(30 minutes/MoDOT)
MoDOT will be providing general information regarding projects and plans in the OTO area.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- K. OTO Technical Planning Committee Chair Rotation Tab 12**
(5 minutes/Fields)
A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A new chair is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN AND CHAIRMAN-ELECT FOR 2019

- L. OTO Technical Committee 2018 Meeting Schedule Tab 13**
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

- A. Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

- B. Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information Tab 14

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 16, 2018 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Dan Smith, OTO Chairman
Ken McClure, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

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

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact 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

TECHNICAL PLANNING COMMITTEE 11/14/2018; ITEM I.C.

September 19, 2018 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the September 12, 2018 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to approve the September 19, 2018 Technical Planning Committee meeting minutes.”

OR

“Move to approve the September 19, 2018 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 19, 2018**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:38 p.m. by Co-Chair Kirk Juranas.

The following members were present:

Mr. Rick Artman, Greene County
Ms. Megan Clark, SMCOG
Mr. Eric Claussen, City of Springfield (a)
Mr. King Coltrin, City of Strafford
Ms. Dawn Gardner, City of Springfield (a)
Mr. Zeke Hall, MoDOT
Mr. Adam Humphrey, Greene County
Mr. Kirk Juranas, City of Springfield (Co-Chair)
Mr. Joel Keller, Greene County (a)
Mr. Frank Miller, MoDOT

Mr. Jeremy Parsons, City of Ozark (a)
Mr. Cole Pruitt, Missouri State University
Mr. Jeff Roussell, City of Nixa
Mr. Garrett Tyson, City of Republic

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative
Mr. Joshua Bird, Christian County (a)
Ms. Kristy Bork, Springfield/Branson Airport (a)
Ms. Paula Brookshire, City of Springfield (a)
Mr. Randall Brown, City of Willard (Vice Chair)
Mr. John Caufield, BNSF
Mr. Doug Colvin, City of Nixa (a)
Mr. Martin Gugel, City of Springfield (Co-Chair)
Ms. Mary Kromrey, Ozark Greenways
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Bradley McMahon, FHWA
Mr. Kent Morris, Greene County Planning
Mr. Andrew Nelson, City of Republic (a)

Mr. David O'Connor, City of Willard (a)
Mr. Jason Ray, SMOG (a)
Mr. David Schaumburg, Springfield/Branson Airport
Mr. Mark Schenkelberg, FAA Representative
Mr. Frank Schoneboom, City of Battlefield
Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Mary Lilly Smith, City of Springfield
Mr. Kelly Turner, City Utilities Transit
Ms. Janette Vomund, MoDOT
Ms. Eva Voss, MoDOT
Mr. Todd Wiesehan, Christian County
Mr. Chad Zickefoose, MoDOT (a)

Others present were: Jeremy Pruett, Congressman Billy Long's Office; Mr. Garritt Brickner, City of Republic; Mr. Andrew Mueller, MoDOT; Mr. Carl Carlson, Olsson Associates; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Humphrey moved approval of the Technical Planning Committee Meeting Agenda for September 19, 2018. Mr. Claussen seconded the motion and it was unanimously approved.

C. Approval of the July 18, 2018, Meeting Minutes

Mr. Pruitt moved for approval of the minutes from the July 18, 2018, Technical Planning Committee Meeting. Mr. Humphrey seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields discussed the proposed Proposition D that will be on the ballot in November. She distributed the flyers that the OTO had developed, which outlines the benefits of this Proposition for our member entities. She noted there would be two informational meetings in the near future, one being held by the Chamber of Commerce and one by MoDOT.

Ms. Fields stated the OTO has been working to improve OzarksCommute.com. She added there had been some free advertising during August, informing citizens about this program. She noted that MoDOT had been requested to replace the signs that referenced the Ride Share program with the OzarksCommute.com information.

She noted that MoDOT has a new website that she believes is more user friendly and locating road construction is much simpler.

F. MoDOT Update

Frank Miller stated he wanted to follow-up the discussion from the last TPC meeting regarding the Asset Management Plan. He stated MoDOT has completed a draft of this plan. He stated two changes to the plan are that funding assumptions were decreased, and the cost-share program funding was increased. He added there will be less funding for the regional projects due to the need to increase funding for repairing bridges.

In response to a question by Chair Juranas, Mr. Miller stated MoDOT plans to bring all MoDOT-owned sidewalks into ADA compliance by 2027. He added these are being done in conjunction with the resurfacing projects, so it could be done sooner.

Chair Juranas asked the format MoDOT would be using in conducting the informational meetings regarding Proposition D. Andy Mueller stated the key word would be flexibility; he added the meeting format and the information that will be highlighted may change with each meeting, depending on the questions of those in attendance.

Mr. Miller added the meetings will be utilized to showcase MoDOT's project planning process, as some citizens have indicated they are not sure of the projects that will be completed if Proposition D passes. He noted MoDOT will be explaining how the MPOs and the Regional Planning Commissions determine what projects are needed for that area.

Ms. Fields noted that on October 17, 2018, MoDOT would host a Planning Partners meeting and each of the partners would be given about ten minutes to discuss their proposed projects.

Megan Clark, SMOG, asked if the Director would be at the Planning Partners' Meeting on October 17, 2018. Mr. Mueller stated the Director would be attending, but that the highest ranking official present would be speaking on behalf of MoDOT, but they were not sure who that might be. Ms. Clark stated the Lt. Governor had addressed Proposition D at the recent Missouri Municipal League Conference in Branson and had done an excellent job discussing the project process.

G. Legislative Reports

Jeremy Pruett, Congressman Billy Long's Office, stated that it has been quiet in Washington as the House and Senate are preparing for mid-term elections. He noted that the success of the President's agenda for transportation will depend on the outcome of the mid-term elections.

II. New Business

A. 2020-2024 STIP Priorities

Sara Fields stated that this is the fourth year that the OTO has been involved in scoring and reviewing projects for the Statewide Transportation Improvement Projects (STIP) recommendation. She briefly reviewed the projects that were scored and placed on the STIP in 2016, stating that many have been programmed or completed. The 2017 STIP included less money for projects, however, a few were added for programming. She noted the projects that were added to the 2018 STIP, adding that even with the limited funding MoDOT has, they have been working hard to make progress on the priorities of the OTO.

Ms. Fields stated she did not anticipate there would be a lot of funding for the next STIP, and that MoDOT would not know until the Spring about how much that funding will be. However, MoDOT has asked the OTO provide them with their priorities so that when they know the funding available, they can begin estimating the projects.

Ms. Fields reviewed the list of projects that had been scored by the Project Prioritization Subcommittee, outlining the process and the timeframe that will be followed.

Following a brief discussion, Mr. Tyson moved the Technical Planning Committee recommend approval of the Proposed 2020-2024 STIP Priorities to the Board of Directors. Mr. Parsons seconded the motion and it was unanimously approved.

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

Natasha Longpine stated the proposed amendment is being requested by MoDOT. It is to add a southbound turn lane from Plainview Road to Farm Road 157. This proposed change does not impact the cost estimate for the project.

Mr. Claussen moved the Technical Planning Committee recommend approval of FY 2019-2022 TIP Amendment Number One to the Board of Directors. Mr. Miller seconded the motion and it was unanimously approved.

C. Bicycle and Pedestrian Funding Update

Andy Thomason provided an update on the Bicycle and Pedestrian Funding application process, noting it began on September 4, 2018 and ends on October 26, 2018. He noted the applications would be on the November Technical Planning Committee agenda for a recommendation to the Board of Directors.

He indicated the funding would be about \$2.6 million, with some set aside for trails and some set aside for sidewalks. He briefly reviewed the application, highlighting some of the requirements for a successful outcome.

Mr. Thomason stated the application and guidebook had been approved by the Board of Directors at their August meeting and this was for informational purposes only and no Committee action was required at this time.

D. Bridge, Pavement, and System Performance Measures

Natasha Longpine stated the targets that will be established at this meeting, continue the performance-based transportation planning that is required in the FAST Act. She noted that in 2017, the OTO established the safety targets, and at this time, the targets for consideration are Bridge and Pavement, and System Performance. She added that a subcommittee met in August to review the data behind the baseline target and review the trends.

Ms. Longpine stated that the OTO has the ability to establish local targets or support the MoDOT targets. She added the subcommittee's recommendation is to support the MoDOT targets. She reviewed the six measures to use to set targets for Pavement and Bridge and the three used to set targets for System Performance.

Mr. Humphrey moved the Technical Planning Committee recommend approval of the proposed performance measures to the Board of Directors. Mr. Coltrin seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Adam Humphrey announced that Federal Highway had approved the latest environmental evaluation on the Kansas Expressway extension.

Natasha Longpine announced the Ozarks Clean Air Alliance was hosting a workshop on September 22, at the Farmers Market beginning at 1:00 pm. She stated this would be an opportunity to test an electric lawnmower.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles for Technical Planning Committee Member Information

Co-Chair Juranas noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

Adjournment

With no additional business to come before the Committee, Mr. Claussen moved the meeting be adjourned. Mr. Humphrey seconded the motion and it was unanimously approved. The meeting was adjourned at 2:20 pm.

TAB 2

From: [Comment Comment](#)
To: ["rockyd57 ."](#)
Cc: [Sara Fields](#)
Subject: RE: Poor Night Driving in Rain
Date: Monday, October 22, 2018 9:36:00 AM

Good Morning!

Thank you for your comments. I have forwarded them to MoDOT as the routes you discussed are under their jurisdiction.

If you have any additional questions or concerns, please feel free to contact the OTO and we will ensure they are forwarded to the appropriate entity.

Thank you,

Brenda M. Cirtin
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org



From: rockyd57 . <dimuzio57@gmail.com>
Sent: Saturday, October 20, 2018 10:57 PM
To: Comment Comment <comment@ozarkstransportation.org>
Subject: Poor Night Driving in Rain

Driving either Rt.65 or Rt.60 in the Springfield area in the rain it is so hard to see the white or yellow lines on the road...seems to me they use very poor or cheap grade of paint,there's no reflection from the paint,let alone hardly seeing it,and it's recently been painted... seems like the roads are always being worked on,why not start from the beginning and use a better grade of paint to be seen in the rain and at night...

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.A.

Administrative Modification 1 to the FY 2019-2022 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modification One to the FY 2019-2022 Transportation Improvement Program.

FF and Weaver Road Sidewalks

From EN1513 to EN1513-19AM1

Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. Or Other) without major changes to the scope of the project:

Removing ROW Phase

Changes in a project's programmed amount less than 15% (up to \$2,000,000):

Adding \$42,465 to the total programmed cost of the project, with a slight reduction in engineering funding, the removal of right-of-way funding, and the addition of construction funding, for a new total programmed amount of \$610,616.

TECHNICAL COMMITTEE ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

30 October 2018

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2019-2022 Transportation Improvement Program (TIP) on October 30, 2018. 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



OZARKSTRANSPORTATION.ORG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1513-19AM1 **FF AND WEAVER ROAD SIDEWALKS**

Route Weaver

From Various

To Various

Location City of Battlefield

Federal Agency FHWA

Project Sponsor City of Battlefield

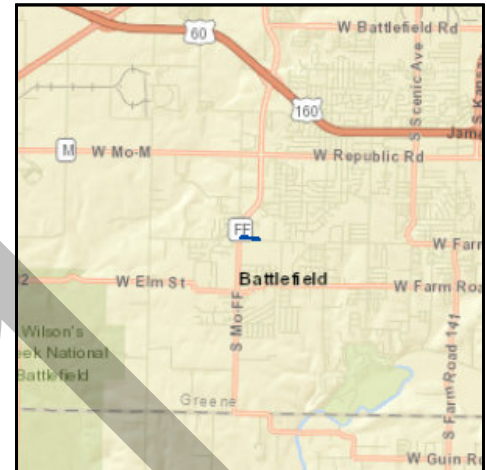
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901814



Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF, sidewalks along FF from north of Weaver to Rose Terrace, and increasing the turning radii at FF and 2nd.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$68,823	\$0	\$0	\$0	\$68,823
LOCAL	Local	ENG	\$17,205	\$0	\$0	\$0	\$17,205
FHWA (STBG-U)	Federal	CON	\$419,671	\$0	\$0	\$0	\$419,671
LOCAL	Local	CON	\$104,917	\$0	\$0	\$0	\$104,917
Totals			\$610,616	\$0	\$0	\$0	\$610,616

Notes

Non-Federal Funding Source: City of Battlefield 1/2-Cent Transportation Sales Tax

Prior Cost	\$57,448
Future Cost	\$0
Total Cost	\$668,064



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1513 **FF AND WEAVER ROAD SIDEWALKS**

Route Weaver

From Various

To Various

Location City of Battlefield

Federal Agency FHWA

Project Sponsor City of Battlefield

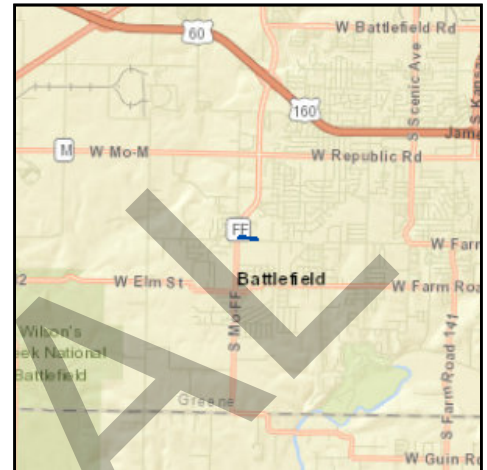
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901814



Project Description

Construct a sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF, sidewalks along FF from north of Weaver to Rose Terrace, and increasing the turning radii at FF and 2nd.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$68,845	\$0	\$0	\$0	\$68,845
LOCAL	Local	ENG	\$17,210	\$0	\$0	\$0	\$17,210
FHWA (STBG-U)	Federal	ROW	\$10,505	\$0	\$0	\$0	\$10,505
LOCAL	Local	ROW	\$2,626	\$0	\$0	\$0	\$2,626
FHWA (STBG-U)	Federal	CON	\$375,172	\$0	\$0	\$0	\$375,172
LOCAL	Local	CON	\$93,793	\$0	\$0	\$0	\$93,793
Totals			\$568,151	\$0	\$0	\$0	\$568,151

Notes

Non-Federal Funding Source: City of Battlefield 1/2-Cent Transportation Sales Tax

Prior Cost	\$57,448
Future Cost	\$0
Total Cost	\$625,599

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2019						
EN1513	\$488,494	\$0	\$0	\$122,122	\$0	\$610,616
EN1705	\$0	\$300,000	\$581,600	\$0	\$220,400	\$1,102,000
EN1706	\$0	\$0	\$8,800	\$0	\$2,200	\$11,000
EN1708-17A3	\$0	\$0	\$156,800	\$272,000	\$39,200	\$468,000
EN1801-18	\$0	\$0	\$120,800	\$0	\$30,200	\$151,000
EN1802-18	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$104,000	\$0	\$26,000	\$130,000
SUBTOTAL	\$2,488,494	\$300,000	\$996,000	\$894,122	\$324,000	\$5,002,616
2020						
EN1706	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1801-18	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,000
EN1802-18	\$0	\$0	\$271,200	\$0	\$67,800	\$339,000
EN1901-19	\$0	\$0	\$272,000	\$0	\$68,000	\$340,000
EN2001-18	\$132,160	\$0	\$0	\$33,040	\$0	\$165,200
SUBTOTAL	\$132,160	\$264,000	\$1,060,800	\$33,040	\$331,200	\$1,821,200
2021						
EN1706	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1802-18	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,000
EN1901-19	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,000
EN2101-18	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,160
2022						
EN2201-19	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
SUBTOTAL	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
GRAND TOTAL	\$2,748,782	\$1,153,800	\$4,485,400	\$959,194	\$1,409,800	\$10,756,976

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)				Local	MoDOT	TOTAL
	STBG-U	TAP	STBG	STAP			
PRIOR YEAR							
Balance	\$ 2,748,782	\$ 551,469	N/A	N/A	\$ -	\$ -	\$ 3,300,251
FY 2019							
Funds Anticipated	*See note below	\$ 425,715	\$996,000.00	\$300,000.00	\$ 894,122	\$ 324,000	\$ 2,939,837
Funds Programmed	(\$2,488,494.00)	\$ -	(\$996,000.00)	(\$300,000.00)	(\$894,122.00)	(\$324,000.00)	(\$5,002,616.00)
Running Balance	\$260,288.00	\$977,184.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,237,472.00
FY 2020							
Funds Anticipated	*See note below	\$434,229.00	\$1,060,800.00	\$264,000.00	\$33,040.00	\$331,200.00	\$2,123,269.00
Funds Programmed	(\$132,160.00)	\$ -	(\$1,060,800.00)	(\$264,000.00)	(\$33,040.00)	(\$331,200.00)	(\$1,821,200.00)
Running Balance	\$128,128.00	\$1,411,413.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,539,541.00
FY 2021							
Funds Anticipated	*See note below	\$442,913.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$3,901,945.00
Funds Programmed	(\$128,128.00)	\$ -	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	(\$3,587,160.00)
Running Balance	\$0.00	\$1,854,326.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,854,326.00
FY 2022							
Funds Anticipated	*See note below	\$451,772.00	\$0.00	\$276,800.00	\$0.00	\$69,200.00	\$797,772.00
Funds Programmed	\$ -	\$ -	\$ -	(\$276,800.00)	\$ -	(\$69,200.00)	(\$346,000.00)
Running Balance	\$0.00	\$2,306,098.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,306,098.00

* 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.

STATE AND FEDERAL

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

Table H.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2018	\$19,940,547.00	\$551,468.79	\$963,132	\$0	\$477,901	\$755,919
Anticipated Allocation FY2019	\$6,421,993.17	\$425,714.73	\$0	\$2,653,592	\$278,279	\$383,326
Anticipated Allocation FY2020	\$6,550,433.04	\$434,229.02	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,681,441.70	\$442,913.61	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,815,070.53	\$451,771.87	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	\$26,468,938	\$1,754,629.23	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	(\$33,571,525.00)	(\$0.00)	(\$963,132)	(10,973,066)	(\$1,373,701)	(\$1,776,919)
Estimated Carryover Balance Through FY 2022	\$12,837,960.00	\$2,306,098.02	\$0	\$0	\$251,157	\$552,839

LOCAL

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

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

Table H.9 Local Share Financial Capacity	2019	2020	2021	2022
City of Battlefield				
Total Available Revenue	\$386,908.00	\$386,908.00	\$386,908.00	\$386,908.00
Carryover Balance from Prior Year	--	\$245,341.59	\$603,809.31	\$961,765.10
Estimated Operations and Maintenance Expenditures	(\$27,937.41)	(\$28,440.28)	(\$28,952.21)	(\$29,473.35)
Estimated TIP Project Expenditures	(\$156,094.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$202,876.59	\$603,809.31	\$961,765.10	\$1,319,199.75
City of Nixa				
Total Available Revenue	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00
Carryover Balance from Prior Year	--	\$1,133,467.33	\$2,850,424.14	\$4,831,659.26
Estimated Operations and Maintenance Expenditures	(\$164,084.67)	(\$167,038.19)	(\$170,044.88)	(\$173,105.68)
Estimated TIP Project Expenditures	(\$885,760.00)	(\$299,317.00)	(\$32,032.00)	\$0.00
Amount Available for Local Projects	\$1,133,467.33	\$2,850,424.14	\$4,831,659.26	\$6,841,865.58
City of Ozark				
Total Available Revenue	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00
Carryover Balance from Prior Year	--	\$1,024,120.85	\$2,719,632.86	\$4,557,762.26
Estimated Operations and Maintenance Expenditures	(\$20,880.15)	(\$21,255.99)	(\$21,638.60)	(\$22,028.09)
Estimated TIP Project Expenditures	(\$814,767.00)	(\$143,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,024,120.85	2,719,632.86	\$4,557,762.26	\$6,395,502.17
City of Republic				
Total Available Revenue	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00
Carryover Balance from Prior Year	--	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26
Estimated Operations and Maintenance Expenditures	(\$123,682.93)	(\$125,909.22)	(\$128,175.59)	(\$130,482.75)
Estimated TIP Project Expenditures	(\$248,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26	\$7,023,921.51
City of Springfield				
Total Available Revenue	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00
Carryover Balance from Prior Year	--	\$20,677,694.99	\$43,223,956.78	\$65,810,002.87
Estimated Operations and Maintenance Expenditures	(\$2,467,567.01)	(\$2,511,983.21)	(\$2,557,198.91)	(\$2,603,228.49)
Estimated TIP Project Expenditures	(\$1,997,983.00)	(\$85,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,677,694.99	\$43,223,956.78	\$65,810,002.87	\$88,350,019.38

Table H.9 Local Share Financial Capacity cont.	2019	2020	2021	2022
City of Strafford				
Total Available Revenue	\$112,650.00	\$112,650.00	\$112,650.00	\$112,650.00
Carryover Balance from Prior Year	--	\$109,689.76	\$219,326.23	\$328,908.46
Estimated Operations and Maintenance Expenditures	(\$2,960.24)	(\$3,013.53)	(\$3,067.77)	(\$3,122.99)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$109,689.76	\$219,326.23	\$328,908.46	\$438,435.47
City of Willard				
Total Available Revenue	\$481,652.00	\$481,652.00	\$481,652.00	\$481,652.00
Carryover Balance from Prior Year	--	\$146,897.68	\$585,386.15	\$1,023,097.68
Estimated Operations and Maintenance Expenditures	(\$42,400.32)	(\$43,163.53)	(\$43,940.47)	(\$44,731.40)
Estimated TIP Project Expenditures	(\$292,354.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$146,897.68	\$585,386.15	\$1,023,097.68	\$1,460,018.28
Christian County				
Total Available Revenue	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00
Carryover Balance from Prior Year	--	\$5,472,895.13	\$10,944,389.90	\$16,414,459.10
Estimated Operations and Maintenance Expenditures	(\$77,797.87)	(\$79,198.23)	(\$80,623.80)	(\$82,075.03)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,472,895.13	\$10,944,389.90	\$16,414,459.10	\$21,883,077.07
Greene County				
Total Available Revenue	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00
Carryover Balance from Prior Year	--	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41
Estimated Operations and Maintenance Expenditures	(\$551,921.34)	(\$561,855.92)	(\$571,969.33)	(\$582,264.78)
Estimated TIP Project Expenditures	(\$3,368,997.00)	(\$5,065,411.00)	(\$1,000.00)	(\$2,254,521.00)
Amount Available for Local Projects	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41	\$82,902,763.63
City Utilities				
Total Available Revenue	\$9,179,500.00	\$8,129,500.00	\$8,818,500.00	\$9,663,500.00
Estimated Operations and Maintenance Expenditures	(\$5,793,800.00)	(\$5,897,676.00)	(\$6,001,630.00)	(\$6,105,662.00)
Available for TIP Project Expenditures	\$3,385,700.00	\$2,231,824.00	\$2,816,870.00	\$3,557,838.00
Carryover from Prior Year	--	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00
Estimated TIP Project Expenditures	(\$95,073.00)	(\$341,088.00)	(\$549,695.00)	(\$117,267.00)
Amount Available for Local Projects	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00	\$10,889,109.00

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.B.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are eight new items included as part of Amendment Number Two to the FY 2019-2022 Transportation Improvement Program. These items include two projects recommended by the Transportation Alternatives Program subcommittee.

Transportation Alternatives Program Projects

1. ***New*** Pine and McCabe Street Sidewalks (EN1902-19A2)
Sidewalk connection along Pine Street between MO 125 and Madison Ave and a connection along McCabe St. and Pinecrest Ave. from north of Black Oak St. to west of Cedar Dr., with \$265,075 in TAP funds and \$66,269 in local funds for a total project cost of \$331,344. Strafford applied for and received the recommendation for two projects. To improve project management, these two projects have been combined for programming.
2. ***New*** Hunt Road Sidewalk Project (EN1903-19A2)
Sidewalk connections along Hunt Road starting south of US 160 to north of Farm Road 94, with \$207,439 in TAP funds and \$55,060 in local funds and a total project cost of \$262,499.

City of Nixa STBG-U Payback Projects

3. ***Revised*** Pedestrian Improvements on Route 14 – Cedar Heights to Ellen (EN1708-19A2)
This project replaces local funds with STBG-Urban, which Nixa is making available to MoDOT as payback for an expired Preliminary Engineering project. The total programmed cost remains the same at \$468,000.
4. ***Revised*** Northview Road Improvements (NX1802-19A2)
This project replaces local funds with STBG-Urban, which Nixa is making available to MoDOT as payback for an expired Preliminary Engineering project. The description was also updated to better match the STIP. The total programmed cost remains the same at \$363,660.

MoDOT Requested Changes

5. ***New*** Sunshine Street Bridge over MNA Railroad (SP1908-19A2)
Scoping for bridge improvements over the Missouri and North Arkansas Railroad east of Scenic Avenue with a total project cost of \$20,000.
6. ***New*** West Sunshine/Rte. 60 Corridor (SP1909-19A2)
Scoping for roadway and operational improvements on West Sunshine/Route 60 from West Bypass to Hines with a total project cost of \$300,000.
7. ***New*** Eastgate Bridge over BNSF (SP1910-19A2)
Scoping for Eastgate Avenue bridge improvements over BNSF Railroad with a total project cost of \$15,000.

8. *New* Melville Road Bridge over I-44 (SP1911-19A2)
Scoping Melville Road bridge improvements over I-44 with a total project cost of \$20,000.

TRANSPORTATION ALTERNATIVES PROGRAM SUBCOMMITTEE RECOMMENDATION:

At its November 1, 2018 meeting, the TAP Subcommittee voted unanimously to recommend Items 1 and 2 for funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 2 to the FY 2019-2022 Transportation Improvement Program, including the allocation of TAP funding for Willard and Strafford.”

OR

“Move to recommend the Board of Directors approve Amendment 2 to the FY 2018-2022 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1902-19A2 **PINE AND MCCABE SIDEWALKS**

Route Pine and McCabe

From Varies

To Varies

Location City of Strafford

Federal Agency FHWA

Project Sponsor City of Strafford

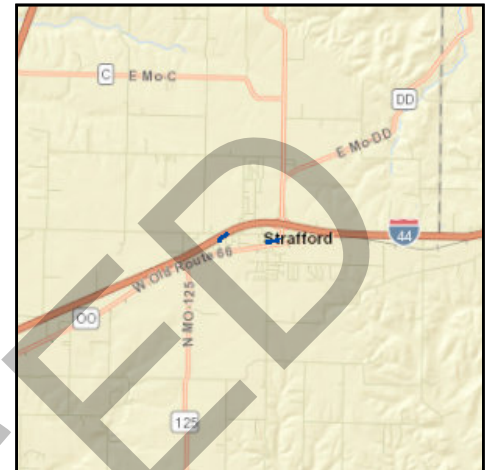
Federal Funding Category TAP

MoDOT Funding Category Enhancements

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

STIP #

Federal ID #



Project Description

New sidewalk connection along Pine Street between Route 125 and Madison Avenue and a connection along McCabe/Pinecrest from north of Black Oak Street to west of Cedar Drive.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	ENG	\$72,000	\$0	\$0	\$0	\$72,000
LOCAL	Local	ENG	\$18,000	\$0	\$0	\$0	\$18,000
FHWA (TAP)	Federal	CON	\$193,075	\$0	\$0	\$0	\$193,075
LOCAL	Local	CON	\$48,269	\$0	\$0	\$0	\$48,269
Totals			\$331,344	\$0	\$0	\$0	\$331,344

Notes

Source of Local Funding: City of Strafford, Strafford R-IV Schools, and Strafford Chamber of Commerce

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$331,344



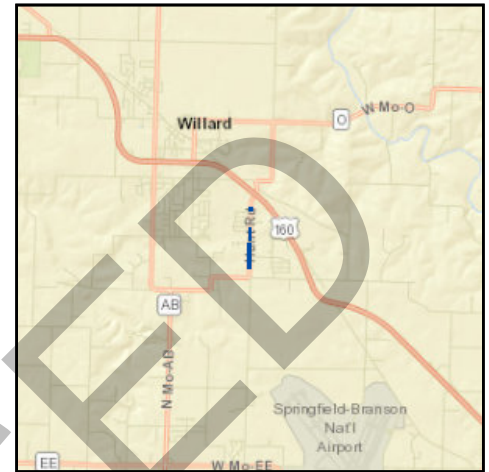
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1903-19A2 HUNT ROAD SIDEWALK CONNECTIONS

Route Hunt Road
From South of Rte. 160
To North of Farm Road 94
Location City of Willard
Federal Agency FHWA
Project Sponsor City of Willard
Federal Funding Category TAP
MoDOT Funding Category Enhancements
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID #



Project Description

New sidewalk starting south of US 160, on the east side of Hunt Road, ending at the Miller Farm Park north of Farm Road 94.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	ENG	\$52,000	\$0	\$0	\$0	\$52,000
LOCAL	Local	ENG	\$13,000	\$0	\$0	\$0	\$13,000
FHWA (TAP)	Federal	CON	\$155,439	\$0	\$0	\$0	\$155,439
LOCAL	Local	CON	\$42,060	\$0	\$0	\$0	\$42,060
Totals			\$262,499	\$0	\$0	\$0	\$262,499

Notes

Source of Local Funding: City of Willard General Revenue, Conco Quarries, and Willard Public Schools

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$262,499



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route Rte. 14
From Cedar Heights Drive
To Ellen Avenue
Location City of Nixa
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3104
Federal ID # S601065



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues and City of Nixa Cost Share

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

Prior Cost	\$76,000
Future Cost	\$0
Total Cost	\$544,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1708-17A3 PEDESTRIAN IMPROVEMENTS ON ROUTE 14 - CEDAR HEIGHTS TO ELLEN

Route Rte. 14
From Cedar Heights Drive
To Ellen Avenue
Location City of Nixa
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3104
Federal ID # S601065



Project Description

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

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$68,000	\$0	\$0	\$0	\$68,000
MoDOT	State	ENG	\$17,000	\$0	\$0	\$0	\$17,000
FHWA (STBG)	Federal	CON	\$88,800	\$0	\$0	\$0	\$88,800
LOCAL	Local	CON	\$272,000	\$0	\$0	\$0	\$272,000
MoDOT	State	CON	\$22,200	\$0	\$0	\$0	\$22,200
Totals			\$468,000	\$0	\$0	\$0	\$468,000

Notes

Non-Federal Funding Source: State Transportation Revenues and City of Nixa Cost Share

Prior Cost	\$76,000
Future Cost	\$0
Total Cost	\$544,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # NX1802-19A2 NORTHVIEW ROAD IMPROVEMENTS

Route Northview
From Foxwood
To W. of Route 160
Location City of Nixa
Federal Agency None
Project Sponsor MoDOT
Federal Funding Category None
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 803141
Federal ID #



Project Description

Roadway and Pedestrian improvements from from Foxwood Drive to Route 160.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
LOCAL	Local	ENG	\$50,000	\$0	\$0	\$0	\$50,000
FHWA (STBG-U)	Federal	CON	\$180,000	\$0	\$0	\$0	\$180,000
LOCAL	Local	CON	\$133,660	\$0	\$0	\$0	\$133,660
Totals			\$363,660	\$0	\$0	\$0	\$363,660

Notes

Non-Federal Funding Source: City of Nixa Transportation Revenues

FYI: Design by Nixa; \$180,000 Nixa STBG-Urban funds (Payback 9900854/9900859)

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$363,660



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # NX1802-18 **NORTHVIEW ROAD IMPROVEMENTS**

Route Northview

From Foxwood

To W. of Route 160

Location City of Nixa

Federal Agency None

Project Sponsor City of Nixa

Federal Funding Category None

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 803141

Federal ID #

Project Description

Add lanes on Northview Road from from Foxwood Drive to west of Route 160.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
LOCAL	Local	ENG	\$50,000	\$0	\$0	\$0	\$50,000
LOCAL	Local	CON	\$313,660	\$0	\$0	\$0	\$313,660
Totals			\$363,660	\$0	\$0	\$0	\$363,660

Notes

Non-Federal Funding Source: City of Nixa Transportation Revenues

FYI: Design by Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$363,660



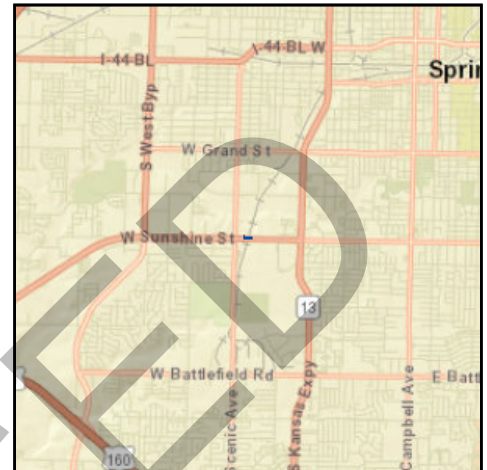
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1908-19A2 **SUNSHINE STREET BRIDGE OVER MNA RAILROAD**

Route 413
From SB Log Mile 0.06100
To SB Log Mile 0.66800
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(Bridge)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8S3157
Federal ID #



Project Description

Scoping for bridge improvements over the Missouri and North Arkansas Railroad east of Scenic Ave in Springfield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$8,000	\$0	\$0	\$16,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
Totals			\$10,000	\$10,000	\$0	\$0	\$20,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$20,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1909-19A2 **WEST SUNSHINE/RTE. 60 CORRIDOR**

Route 413

From SB Log Mile 1.82000

To SB Log Mile 9.33700

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

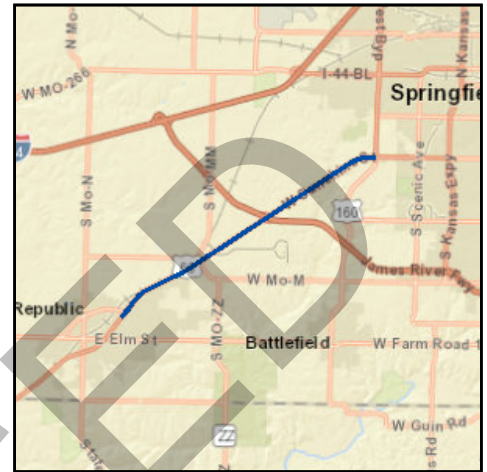
Bike/Ped Plan? **EJ?** Yes

STIP # 8S3159

Federal ID #

Project Description

Scoping for roadway and operational improvements on West Sunshine/Route 60 from West Bypass (Rte. 160) in Springfield to Hines Street in Republic.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$200,000	\$40,000	\$0	\$0	\$240,000
MoDOT	State	ENG	\$50,000	\$10,000	\$0	\$0	\$60,000
Totals			\$250,000	\$50,000	\$0	\$0	\$300,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$300,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1910-19A2 **EASTGATE BRIDGE OVER BNSF**

Route Rte. 65 East Outer Road

From SB log mile 0.85500

To 0.87900

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

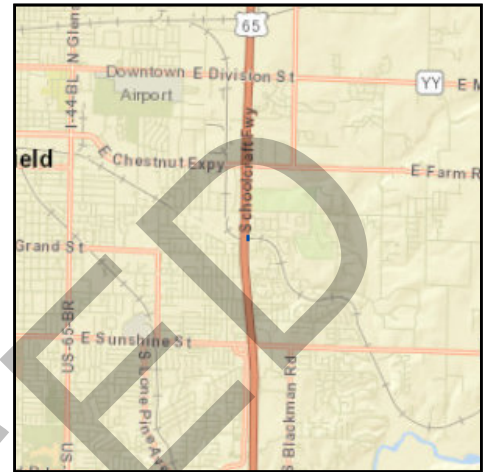
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8S3158

Federal ID #

Project Description

Scoping for Eastgate Avenue bridge improvements over Burlington Northern Santa Fe Railroad in Springfield.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
MoDOT	State	ENG	\$7,000	\$0	\$0	\$0	\$7,000
Totals			\$15,000	\$0	\$0	\$0	\$15,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$15,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1911-19A2 **MELVILLE ROAD BRIDGE OVER I-44**

Route FR 127

From EB log mile 2.043

To EB log mile 2.112

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3156

Federal ID #

Project Description

Scoping Melville Road bridge improvements over Interstate 44 in Springfield.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$8,000	\$0	\$0	\$16,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
Totals			\$10,000	\$10,000	\$0	\$0	\$20,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$20,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2019							
EN1513	\$0	\$488,494	\$0	\$0	\$122,122	\$0	\$610,616
EN1705	\$0	\$0	\$300,000	\$581,600	\$0	\$220,400	\$1,102,000
EN1706	\$0	\$0	\$0	\$8,800	\$0	\$2,200	\$11,000
EN1708-19A2	\$0	\$100,286	\$0	\$156,800	\$171,714	\$39,200	\$468,000
EN1801-18	\$0	\$0	\$0	\$120,800	\$0	\$30,200	\$151,000
EN1802-18	\$0	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
EN1803-18A3	\$0	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$104,000	\$0	\$26,000	\$130,000
EN1902-19A2	\$265,075	\$0	\$0	\$0	\$66,269	\$0	\$331,344
EN1903-19A2	\$207,439	\$0	\$0	\$0	\$42,060	\$0	\$249,499
SUBTOTAL	\$472,514	\$2,588,780	\$300,000	\$996,000	\$902,165	\$324,000	\$5,583,459
2020							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1801-18	\$0	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,000
EN1802-18	\$0	\$0	\$0	\$271,200	\$0	\$67,800	\$339,000
EN1901-19	\$0	\$0	\$0	\$272,000	\$0	\$68,000	\$340,000
EN2001-18	\$0	\$132,160	\$0	\$0	\$33,040	\$0	\$165,200
SUBTOTAL	\$0	\$132,160	\$264,000	\$1,060,800	\$33,040	\$331,200	\$1,821,200
2021							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1802-18	\$0	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,000
EN1901-19	\$0	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,000
EN2101-18	\$0	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$0	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$0	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,160
2022							
EN2201-19	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
SUBTOTAL	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
GRAND TOTAL	\$472,514	\$2,849,068	\$1,153,800	\$4,485,400	\$967,237	\$1,409,800	\$11,337,819

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)				Local	MoDOT	TOTAL
	STBG-U	TAP	STBG	STAP			
PRIOR YEAR							
Balance	\$ 2,849,068	\$ 551,469	N/A	N/A	\$ -	\$ -	\$ 3,400,537
FY 2019							
Funds Anticipated	*See note below	\$ 425,715	\$996,000.00	\$300,000.00	\$ 902,165	\$ 324,000	\$ 2,947,880
Funds Programmed	(\$2,588,780.00)	(\$472,514)	(\$996,000.00)	(\$300,000.00)	(\$902,165.00)	(\$324,000.00)	(\$5,583,459.00)
Running Balance	\$260,288.00	\$504,670.00	\$0.00	\$0.00	\$0.00	\$0.00	\$764,958.00
FY 2020							
Funds Anticipated	*See note below	\$434,229.00	\$1,060,800.00	\$264,000.00	\$33,040.00	\$331,200.00	\$2,123,269.00
Funds Programmed	(\$132,160.00)	\$ -	(\$1,060,800.00)	(\$264,000.00)	(\$33,040.00)	(\$331,200.00)	(\$1,821,200.00)
Running Balance	\$128,128.00	\$938,899.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,067,027.00
FY 2021							
Funds Anticipated	*See note below	\$442,913.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$3,901,945.00
Funds Programmed	(\$128,128.00)	\$ -	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	(\$3,587,160.00)
Running Balance	\$0.00	\$1,381,812.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,381,812.00
FY 2022							
Funds Anticipated	*See note below	\$451,772.00	\$0.00	\$276,800.00	\$0.00	\$69,200.00	\$797,772.00
Funds Programmed	\$ -	\$ -	\$ -	(\$276,800.00)	\$ -	(\$69,200.00)	(\$346,000.00)
Running Balance	\$0.00	\$1,833,584.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,833,584.00

* 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

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

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$160,498	\$135,375	\$0	\$0	\$26,750	\$654,868
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-18	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-18A4	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$393,200	\$470,800	\$0	\$0	\$2,948,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$15,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$21,439,884	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$158,967	\$19,070,000	\$28,089,480	\$160,498	\$6,573,061	\$12,560,308	\$20,000	\$26,750	\$93,339,480

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

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

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020 Continued															
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,504,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200	\$0	\$0	\$1,672,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,600	\$0	\$0	\$0	\$374,400	\$0	\$0	\$1,872,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SUBTOTAL	\$8,682,697	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$26,429,492	\$4,724,000	\$0	\$5,557,688	\$8,623,823	\$5,000	\$0	\$57,997,000
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$340,000	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$86,000	\$5,000,300	\$25,000	\$0	\$26,348,000
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,246,479	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,254,521	\$4,989,300	\$0	\$0	\$29,160,500
GRAND TOTAL	\$33,709,060	\$12,521,500	\$3,020,800	\$4,698,900	\$450,000	\$963,132	\$158,967	\$68,801,892	\$36,638,480	\$160,498	\$14,471,270	\$31,173,731	\$50,000	\$26,750	\$206,844,980

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2019 Funds Programmed	\$21,439,884	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$158,967	\$19,070,000	\$28,089,480	\$160,498	\$74,159,361	\$6,573,061	\$12,580,308	\$26,750	\$4,828,137	\$98,167,617
2020 Funds Programmed	\$8,682,697	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$26,429,492	\$4,724,000	\$0	\$43,810,489	\$5,557,688	\$8,628,823	\$0	\$4,915,044	\$62,912,044
2021 Funds Programmed	\$340,000	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,236,700	\$86,000	\$5,025,300	\$0	\$5,003,515	\$31,351,515
2022 Funds Programmed	\$3,246,479	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$21,916,679	\$2,254,521	\$4,989,300	\$0	\$5,093,578	\$34,254,078
Total	\$33,709,060	\$12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$158,967	\$68,801,892	\$36,638,480	\$160,498	\$ 161,123,229	\$ 14,471,270	\$ 31,223,731	\$26,750	\$ 19,840,274	\$226,685,254

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$160,498	\$65,332,800	\$43,725,000	\$38,504,000	\$44,238,000	\$191,960,298
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$26,750	\$6,573,061	\$5,557,688	\$86,000	\$2,254,521	\$14,498,020
Available Suballocated Funding	\$19,940,547	\$4,514,205	\$6,418,273	\$6,553,314	\$6,815,071	\$44,241,410
TOTAL AVAILABLE FUNDING	\$20,127,795	\$81,248,203	\$60,616,005	\$50,146,829	\$58,401,170	\$270,540,002
Prior Year Funding	\$20,127,795	\$3,208,381	\$912,342	\$19,707,656		--
Programmed State and Federal Funding		(\$98,167,617)	(\$62,912,044)	(\$31,351,515)	(\$34,254,078)	(\$226,685,254)
TOTAL REMAINING	\$20,127,795	\$3,208,381	\$912,342	\$19,707,656	\$43,854,748	\$43,854,748

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

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

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

STATE AND FEDERAL

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

Table H.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2018	\$19,940,547.00	\$551,468.79	\$963,132	\$0	\$477,901	\$755,919
Anticipated Allocation FY2019	\$7,575,499.17	\$425,714.73	\$0	\$2,653,592	\$278,279	\$383,326
Anticipated Allocation FY2020	\$6,550,433.04	\$434,229.02	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,681,441.70	\$442,913.61	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,815,070.53	\$451,771.87	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	\$27,622,444.00	\$1,754,629.23	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	(\$33,851,811.00)	(\$472,514)	(\$963,132)	(10,973,066)	(\$1,373,701)	(\$1,776,919)
Estimated Carryover Balance Through FY 2022	\$13,711,180.00	\$1,833,584.02	\$0	\$0	\$251,157	\$552,839

LOCAL

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

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

Table H.9 Local Share Financial Capacity	2019	2020	2021	2022
City of Battlefield				
Total Available Revenue	\$386,908.00	\$386,908.00	\$386,908.00	\$386,908.00
Carryover Balance from Prior Year	--	\$245,341.59	\$603,809.31	\$961,765.10
Estimated Operations and Maintenance Expenditures	(\$27,937.41)	(\$28,440.28)	(\$28,952.21)	(\$29,473.35)
Estimated TIP Project Expenditures	(\$156,094.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$202,876.59	\$603,809.31	\$961,765.10	\$1,319,199.75
City of Nixa				
Total Available Revenue	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00
Carryover Balance from Prior Year	--	\$1,133,467.33	\$2,850,424.14	\$4,831,659.26
Estimated Operations and Maintenance Expenditures	(\$164,084.67)	(\$167,038.19)	(\$170,044.88)	(\$173,105.68)
Estimated TIP Project Expenditures	(\$1,166,046.00)	(\$299,317.00)	(\$32,032.00)	\$0.00
Amount Available for Local Projects	\$853,181.33	\$2,850,424.14	\$4,831,659.26	\$6,841,865.58
City of Ozark				
Total Available Revenue	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00
Carryover Balance from Prior Year	--	\$1,024,120.85	\$2,719,632.86	\$4,557,762.26
Estimated Operations and Maintenance Expenditures	(\$20,880.15)	(\$21,255.99)	(\$21,638.60)	(\$22,028.09)
Estimated TIP Project Expenditures	(\$814,767.00)	(\$143,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,024,120.85	2,719,632.86	\$4,557,762.26	\$6,395,502.17
City of Republic				
Total Available Revenue	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00
Carryover Balance from Prior Year	--	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26
Estimated Operations and Maintenance Expenditures	(\$123,682.93)	(\$125,909.22)	(\$128,175.59)	(\$130,482.75)
Estimated TIP Project Expenditures	(\$248,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26	\$7,023,921.51
City of Springfield				
Total Available Revenue	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00
Carryover Balance from Prior Year	--	\$20,677,694.99	\$43,223,956.78	\$65,810,002.87
Estimated Operations and Maintenance Expenditures	(\$2,467,567.01)	(\$2,511,983.21)	(\$2,557,198.91)	(\$2,603,228.49)
Estimated TIP Project Expenditures	(\$1,997,983.00)	(\$85,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,677,694.99	\$43,223,956.78	\$65,810,002.87	\$88,350,019.38

Table H.9 Local Share Financial Capacity cont.	2019	2020	2021	2022
City of Strafford				
Total Available Revenue	\$112,650.00	\$112,650.00	\$112,650.00	\$112,650.00
Carryover Balance from Prior Year	--	\$109,689.76	\$219,326.23	\$328,908.46
Estimated Operations and Maintenance Expenditures	(\$2,960.24)	(\$3,013.53)	(\$3,067.77)	(\$3,122.99)
Estimated TIP Project Expenditures	(\$57,036.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$52,653.76	\$219,326.23	\$328,908.46	\$438,435.47
City of Willard				
Total Available Revenue	\$481,652.00	\$481,652.00	\$481,652.00	\$481,652.00
Carryover Balance from Prior Year	--	\$146,897.68	\$585,386.15	\$1,023,097.68
Estimated Operations and Maintenance Expenditures	(\$42,400.32)	(\$43,163.53)	(\$43,940.47)	(\$44,731.40)
Estimated TIP Project Expenditures	(\$341,589.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$97,662.68	\$585,386.15	\$1,023,097.68	\$1,460,018.28
Christian County				
Total Available Revenue	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00
Carryover Balance from Prior Year	--	\$5,472,895.13	\$10,944,389.90	\$16,414,459.10
Estimated Operations and Maintenance Expenditures	(\$77,797.87)	(\$79,198.23)	(\$80,623.80)	(\$82,075.03)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,472,895.13	\$10,944,389.90	\$16,414,459.10	\$21,883,077.07
Greene County				
Total Available Revenue	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00
Carryover Balance from Prior Year	--	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41
Estimated Operations and Maintenance Expenditures	(\$551,921.34)	(\$561,855.92)	(\$571,969.33)	(\$582,264.78)
Estimated TIP Project Expenditures	(\$3,368,997.00)	(\$5,065,411.00)	(\$1,000.00)	(\$2,254,521.00)
Amount Available for Local Projects	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41	\$82,902,763.63
City Utilities				
Total Available Revenue	\$9,179,500.00	\$8,129,500.00	\$8,818,500.00	\$9,663,500.00
Estimated Operations and Maintenance Expenditures	(\$5,793,800.00)	(\$5,897,676.00)	(\$6,001,630.00)	(\$6,105,662.00)
Available for TIP Project Expenditures	\$3,385,700.00	\$2,231,824.00	\$2,816,870.00	\$3,557,838.00
Carryover from Prior Year	--	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00
Estimated TIP Project Expenditures	(\$95,073.00)	(\$341,088.00)	(\$549,695.00)	(\$117,267.00)
Amount Available for Local Projects	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00	\$10,889,109.00

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.C.

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 OTO has requested the following change to the federal functional classification system. The application is included.

1) **Rosedale Road**, from Gregg Rd to Main St.

Current Functional Classification – Local

Requested Functional Classification – Major Collector

Major Thoroughfare Plan – Secondary Arterial

Reasoning – Rosedale serves as important east/west connection in southern Nixa. It connects two major collectors and a secondary arterial to US 160. Its current classification is inconsistent with its current and future functioning.

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

2) **Grant Avenue**, from just north of Norton Road (city limits) to Sunshine Street.

Current Functional Classification – Primary Arterial

Requested Functional Classification – Secondary Arterial

Major Thoroughfare Plan – Secondary Arterial

Reasoning – Grant Avenue is not a through corridor from north to south Springfield. It ends at Sunshine Street to the south and continues as a county secondary arterial outside the city limits on the north. It functions secondary to the primary arterial system and feeds several east/west primary arterials.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System.

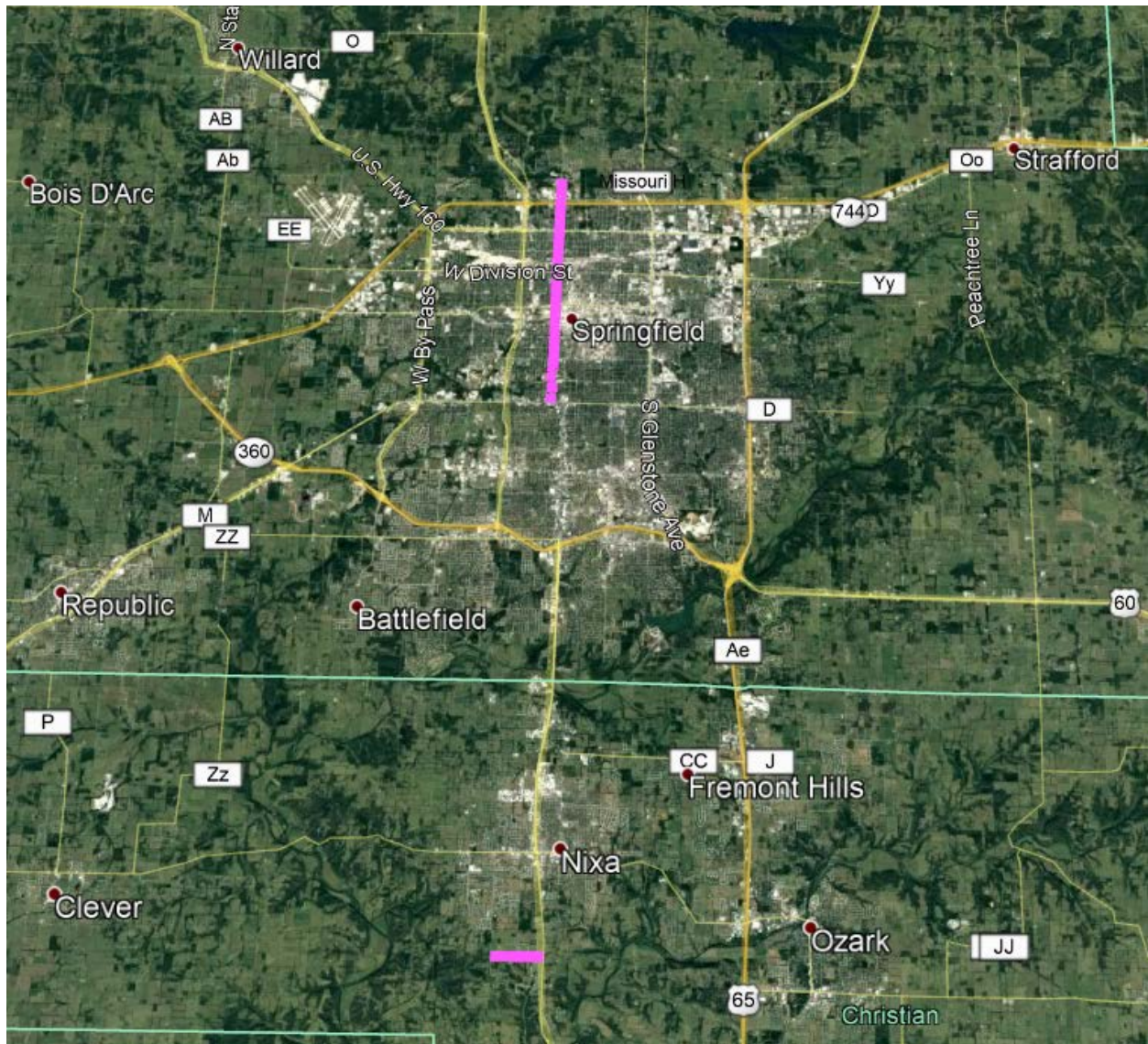
That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend approval of the Functional Classification Change to the Board of Directors.”

OR

“Move to recommend approval of the Functional Classification Change to the Board of Directors with the following changes...”

Location of Functional Classification Changes





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: 11/2/18

Contact Information

Name: Andy Thomason
Title: Senior Planner
Agency: Ozarks Transportation Organization
Street Address: 2208 W. Chesterfield Blvd., Suite 101

City/State/Zip: Springfield, MO 65807
Email: athomason@ozarkstransportation.org
Phone: 417 865-3047 x 107
Fax: 417 862-6013

Roadway Data

Roadway Name:	Rosedale Rd
Termini of Roadway	
From:	Greg Rd
To:	Main St
Length (miles):	1.26 mi
Number of Lanes:	2
Lane Width:	10ft.
Traffic Volume (AADT):	2,262

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.

Rosedale Rd is an existing road.

Classification Change

Type of Area:	Residential/Rural
Current Classification:	Local
Requested Classification:	Major Collector

Justification

Explain why the roadway classification should be revised.

Rosedale Rd. serves as important east/west connector for southern Nixa. Rosedale connects two Major Collectors (Greg Rd and Norton Rd.) and one Minor Arterial (Main St) to a regionally significant Primary Arterial (US 160). It currently functions as a Major Collector, rather than a Local street.

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

Much of the land along Rosedale is currently agricultural and rural residential. Southern Nixa, especially west of US 160, is home to several approved residential developments and residential developments that are under construction. As the residential population grows, more cars will use Rosedale to connect to US 160, while avoiding traffic MO-14.

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

No major commercial or industrial activity is expected along Rosedale. This area will remain Residential.

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

The existing demand and expected growth in demand are inconsistent with a Local classification. A Major Collector classification is more consistent with its current and future use.

Additional information you would like to include.

This application for a change in Functional Classification was requested by MoDOT during the reclassification of Norton Road in August 2018. Since Norton Rd. is now a Major Collector, Rosedale Rd. needed to be reclassified to create a logical, interconnected classified road network.

Letters of support from the City of Nixa and Christian County are attached to this application.

**CHRISTIAN COUNTY**

1106 W. Jackson St.
Ozark, MO 65721

Resource Management Department

Telephone (417) 581-7242
Fax (417) 581-4623

November 5, 2018

Andy Thomason, AICP
Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101

RE: Rosedale Rd. – Change of Functional Classification

Andy,

Christian County has no objection to the request for re-classification of Rosedale Rd. from a local street to a Major Collector.

We are supportive of this change and trust that the Board will agree that this change is justified and appropriate to meet future transportation needs in our region.

Best regards,

Todd M. Wiesehan, Director



Jeff Roussell
Street Superintendent
P.O. Box 395
1111 W. Kathryn
Nixa, MO 65714
jroussell@nixa.com
(417)725-2353

November 2, 2018

Andy Thomason, AICP
Ozark Transportation Organization
2208 W. Chesterfield Blvd., Suite 101

RE: Rosedale Rd. Functional Classification Change Request

Mr. Thomason,
On behalf of the City of Nixa, I would like to express our support for the re-classification of Rosedale Rd.
from Local Street to Major Collector.

We believe that justification can be provided and that the criteria can be met for this classification
modification.

Sincerely,

Jeff Roussell, Street Superintendent



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.

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 2, 2018 AT NOON

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: 11/1/2018

Contact Information

Name: Dawne Gardner
Title: Transportation Planner
Agency: City of Springfield
Street Address: P.O. Box 8368
840 Boonville Avenue
City/State/Zip: Springfield, MO 65801
Email: dgardner@springfieldmo.gov
Phone: 417-864-1863
Fax: 417-864-1983

2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

Roadway Data

Roadway Name:	Grant Avenue
Termini of Roadway	
From:	Just north of Norton Road (city limits)
To:	Sunshine Street
Length (miles):	5.3
Number of Lanes:	3
Lane Width:	11
Traffic Volume (AADT):	11,000

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.

This is an existing roadway

Classification Change

Type of Area:	Urban
Current Classification:	Primary Arterial
Requested Classification:	Secondary Arterial

Justification

Explain why the roadway classification should be revised.

Grant Avenue is not a through corridor from north to south Springfield. It ends at Sunshine Street to the south and continues as a county secondary arterial outside the city limits on the north. It functions secondary to the primary arterial system and feeds several east/west primary arterials.

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

Land usage along this 5-mile section of Grant Avenue consists of mainly single family residential with low impact commercial/manufacturing along a $\frac{3}{4}$ -mile segment through the downtown. There are no new developments planned along this roadway at this time. The existing lot sizes make it difficult for any existing property to redevelop due to the constraints of the property size and right of way requirements for the existing functional classification.

Reclassifying the roadway to a secondary arterial will not alter the demand on the roadway nor will redevelopment of existing property within its own property boundaries.

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

Direct access will not change from what it is today with the existing functional classification. Grant Avenue has the Ozark Empire Fairgrounds to the extreme north and Bass Pro Campus to the extreme south. There is no direct access to Bass Pro from Grant Avenue.

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

The existing demand is inconsistent with its current classification.

Additional information you would like to include.

Grant Avenue ends at Sunshine Street and due to existing development (Bass Pro Shop Campus) will never extend south through the southern portion of the city, therefore, it does not function like a true primary arterial allowing travel from end to end of the city limits. The Ozarks Transportation Organization Board of Directors approved the change of classification on their Major Thouroughfare Plan on June 15, 2017. This change request will make the MTP consistent with FHWA classification.

APPLICATIONS ARE DUE FRIDAY, NOVEMBER 2, 2018 AT NOON

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.D.

FY 2019 Safety and Transit Asset Management Targets

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

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. Updated Safety and Transit Asset Management (TAM) Targets are required to be set by the end of February 2019.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

Four individual targets comprise the TAM Targets:

1. Equipment
2. Rolling Stock
3. Facilities
4. Infrastructure

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets:

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

Two targets are not applicable as no participating entity has support or maintenance vehicles that exceeded \$50,000 at purchase nor are there any rail fixed-guideway systems in the state plan.

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

PERFORMANCE MEASURES SUBCOMMITTEE ACTION TAKEN:

At its meeting on October 22, 2018, the Performance Measures Subcommittee unanimously recommended that OTO should plan and program in support of the statewide targets for safety and transit asset management.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors supports the statewide safety and transit asset management targets.”

OR

“Move to recommend that the Performance Measures Subcommittee review the safety targets and/or the transit asset management targets with the following considerations...”

Safety/TAM Meeting Summary – 10/22/2018

Recommendation:

It was the recommendation of the committee that OTO support the statewide safety targets and the statewide transit asset management targets.

Discussion:

Natasha Longpine presented background information on the performance measure and target setting process as required in the current surface transportation authorization bill. This included a reminder of the schedule for target setting, what has already been set, and what this means for safety and transit asset management.

Ms. Longpine reviewed the five safety targets, explained that they are on a 5-year rolling average, and compared the new statewide targets to the previous ones. MoDOT's targets were adjusted to continue working toward the goals set in the Blueprint for Safety, with a goal of 9 percent reduction in fatalities, a five percent reduction for serious injuries, and a 4 percent reduction for bike/ped. Last year, these were 7, 4, and 4 respectively. VMT growth is still assumed to be 1 percent.

MoDOT's and OTO's numbers were shared with the committee for each target, as well as crash maps showing the past five years and year-to-date. Discussion revolved around the fact that OTO's numbers are small enough that it is hard to gauge a trend, especially for fatalities.

In concluding that OTO should follow the state safety targets, the Committee reasoned that:

- MoDOT's aggressive efforts (and OTO's partnership on the Blueprint for Safety Coalition) will create results in the OTO region
- There is a lot of variability on the local level
- Education will be key to addressing much of the crash causes

The Committee unanimously recommended that OTO support the state safety targets with a motion from Dave O'Connor and a second from King Coltrin.

MoDOT Safety Targets based on a 5-Year Rolling Average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

Next, Ms. Longpine reviewed the transit asset management (TAM) targets. She explained that City Utilities Transit is part of the statewide plan and so the committee will be reviewing statewide level targets. The targets and their definitions were discussed. Ms. Longpine stated that the statewide plan was just completed by MoDOT, so though targets had been set before, these come from the ones in the

statewide TAM plan. Two targets are not applicable in MoDOT's plan, as no participating entity has support or maintenance vehicles that exceeded \$50,000 at purchase nor are there any rail fixed-guideway systems in the state plan.

The Committee reasoned that since City Utilities is part of the statewide TAM plan and is supportive of its targets, OTO should also follow the state TAM targets. Also, there are no other transit providers in the region subject to these requirements.

The Committee unanimously recommended that OTO support the state TAM targets with a motion from Dave O'Connor and a second from Cindy Dunnaway.

MoDOT Transit Asset Management Targets:

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

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life



PERFORMANCE MEASURES

OZARKS TRANSPORTATION ORGANIZATION TARGET SETTING

IMPACT TO OTO



MODOT DATA SUPPORT



OTO ACTIONS

- UPDATE PLANS AND POLICIES TOWARD ACHIEVING TARGETS
- ESTABLISH TARGETS
- REVIEW TARGETS AT PRESCRIBED INTERVALS
- REPORT TARGETS TO MODOT

TIMING



- STATES HAVE 12 MONTHS FROM DATE MEASURES ESTABLISHED
- MPOs HAVE 180 DAYS AFTER STATES SET TARGETS
- REGULATIONS STARTED UNDER MAP-21, POSTPONED PENDING FAST ACT, NOW ACTIVE
- TRANSIT – SET FEBRUARY 2017, UPDATE WITH TIP
- SAFETY – SET BY FEBRUARY 2018, UPDATE ANNUALLY
- BRIDGE AND PAVEMENT CONDITION – SET BY NOVEMBER 2018, UPDATE EVERY 4 YEARS
- PERFORMANCE – SET BY NOVEMBER 2018, UPDATE EVERY 4 YEARS
- PLANNING – SET AND UPDATE WITH EACH LRTP, REPORT IN TIP
- **TRANSIT – SET 180 DAYS AFTER FINAL TAM PLAN**
- **SAFETY – ANNUAL – UPDATE BY FEBRUARY 2019**

SAFETY TARGETS



5 YEAR
ROLLING
AVERAGE

- NUMBER OF FATALITIES
- RATE OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)
- NUMBER OF SERIOUS INJURIES
- RATE OF SERIOUS INJURIES
- NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES

MODOT SAFETY TARGETS

CY 18

857.7

CY 19

872.3

• NUMBER OF FATALITIES

1.163

1.160

• RATE OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

4,559.3

4,433.8

• NUMBER OF SERIOUS INJURIES

6.191

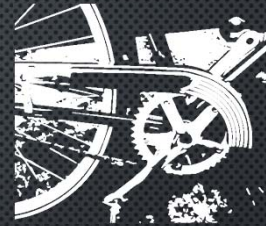
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• RATE OF SERIOUS INJURIES

431.9

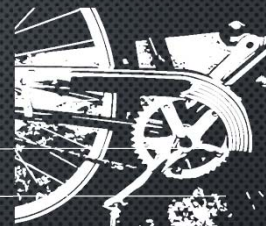
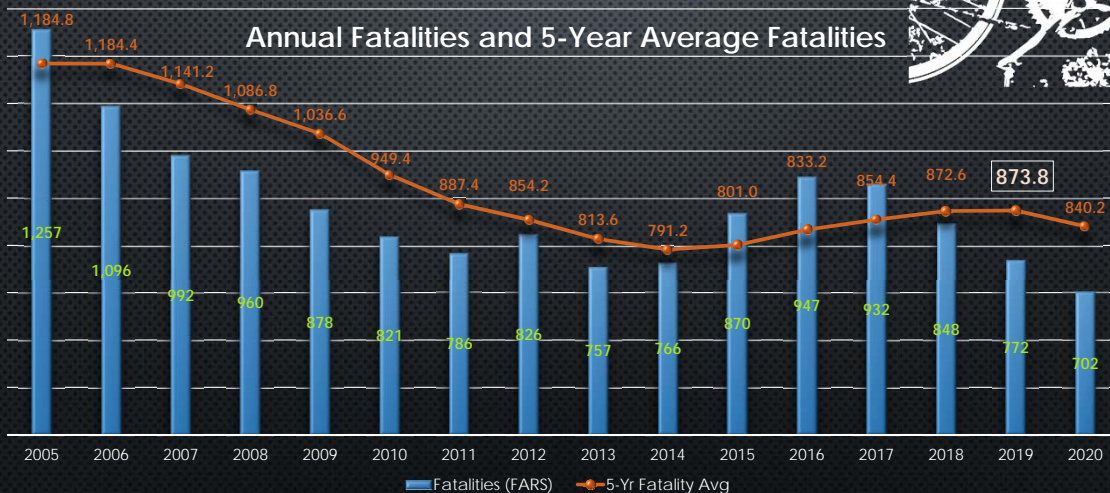
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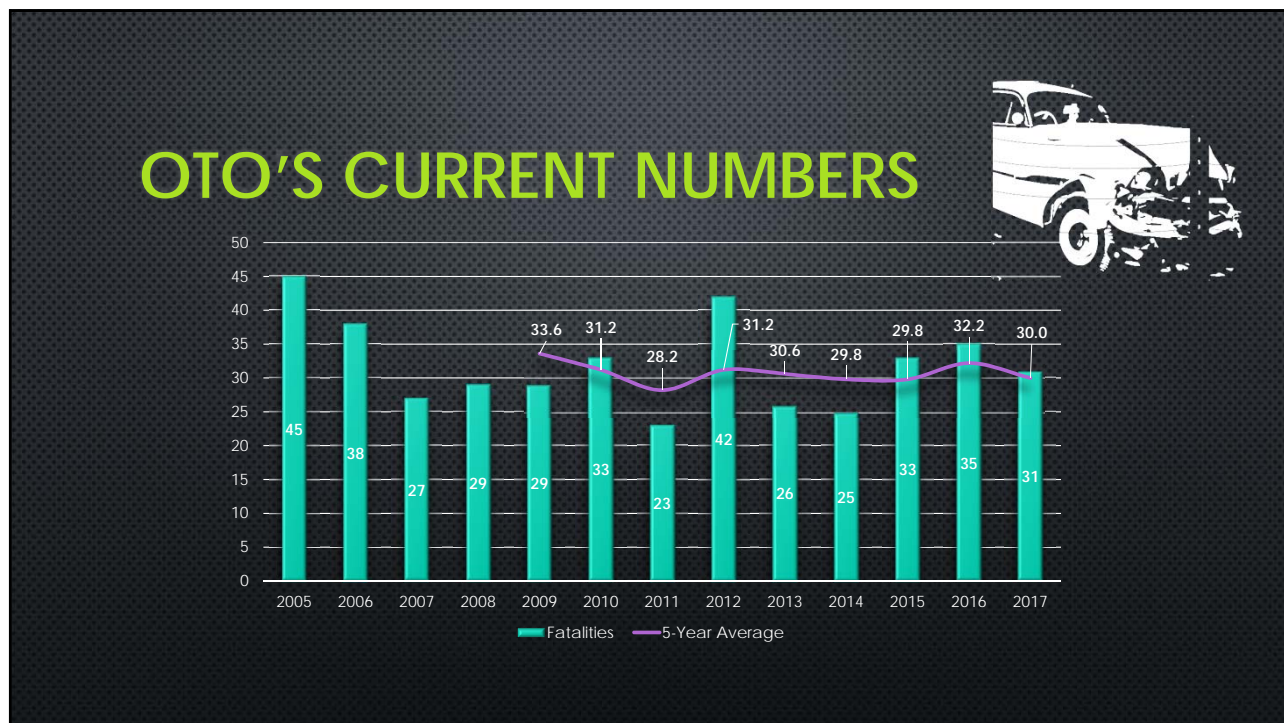
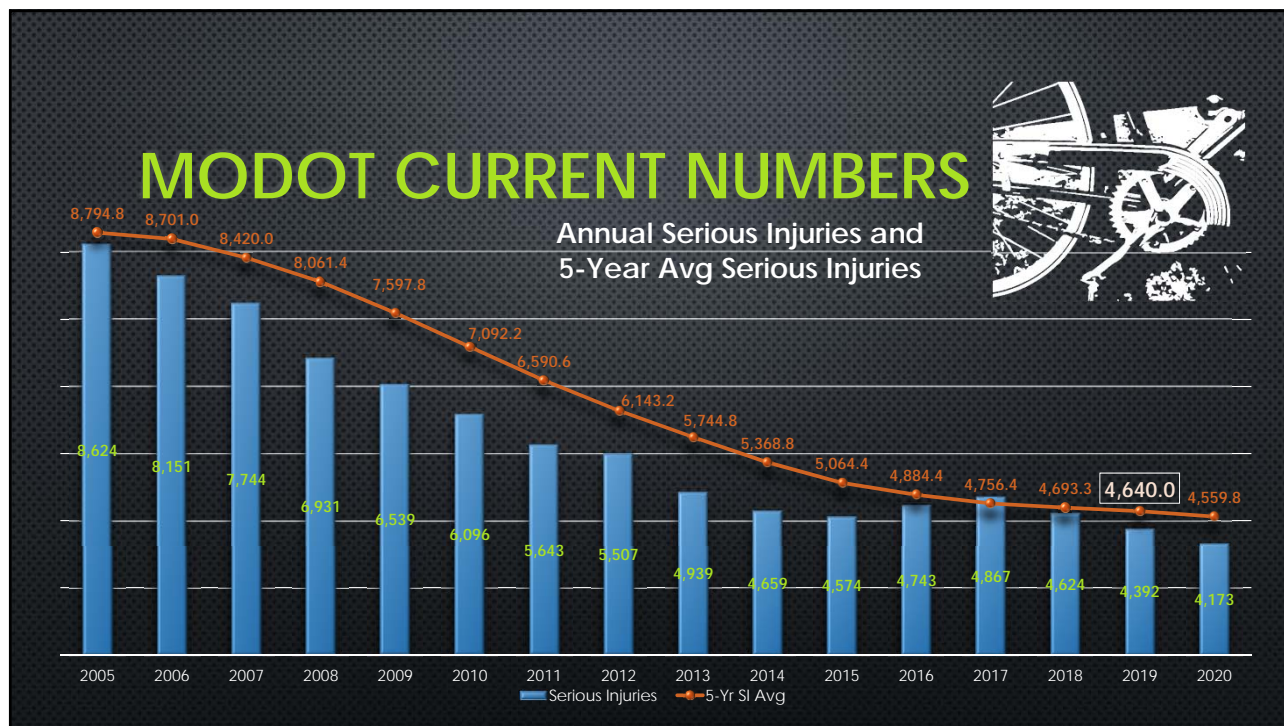
• NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES



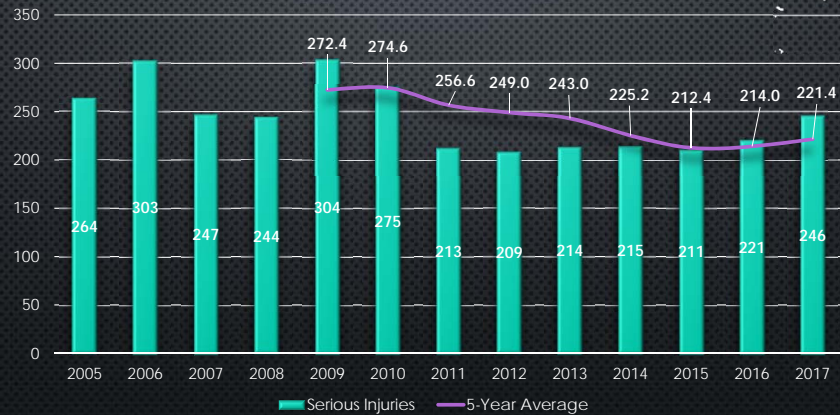
MODOT CURRENT NUMBERS

Annual Fatalities and 5-Year Average Fatalities





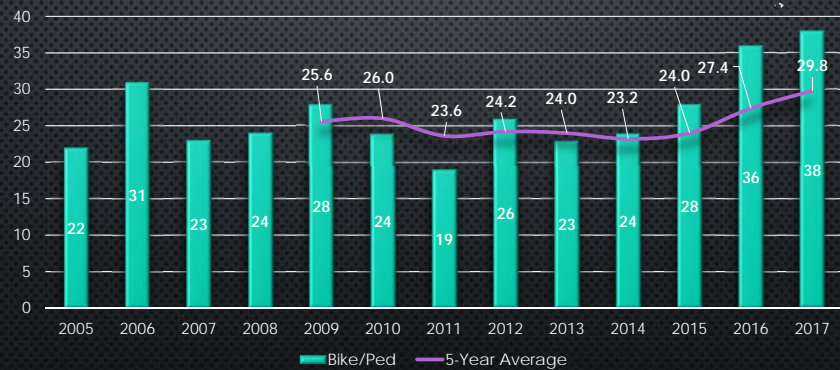
OTO'S CURRENT NUMBERS



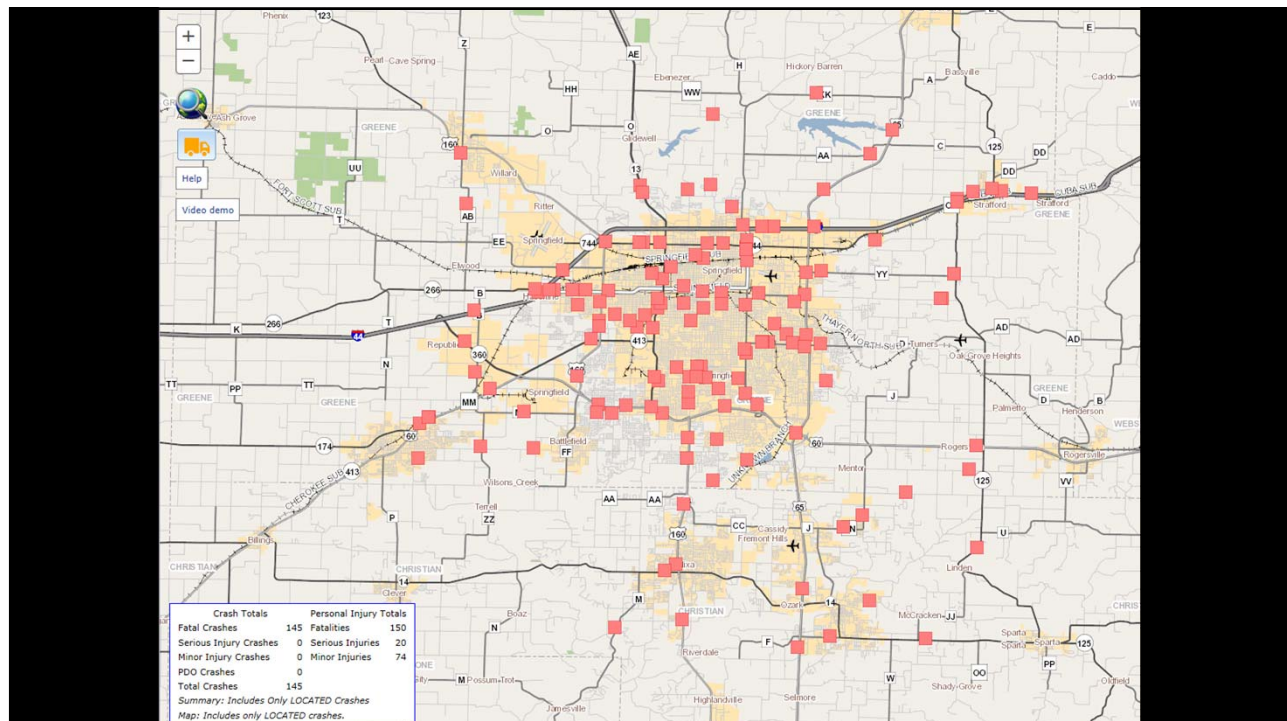
OTO'S CURRENT NUMBERS



Bike/Ped Fatalities and Serious Injuries

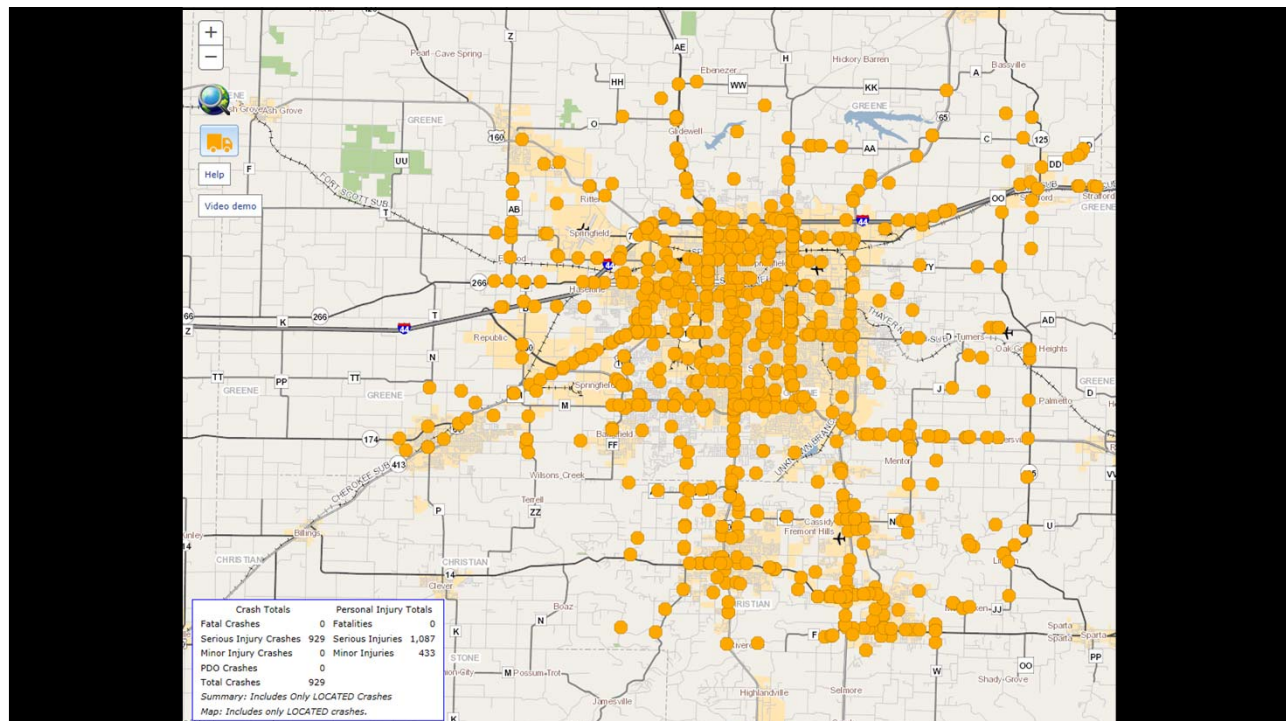


FATALITIES, PRIOR 5 YEARS

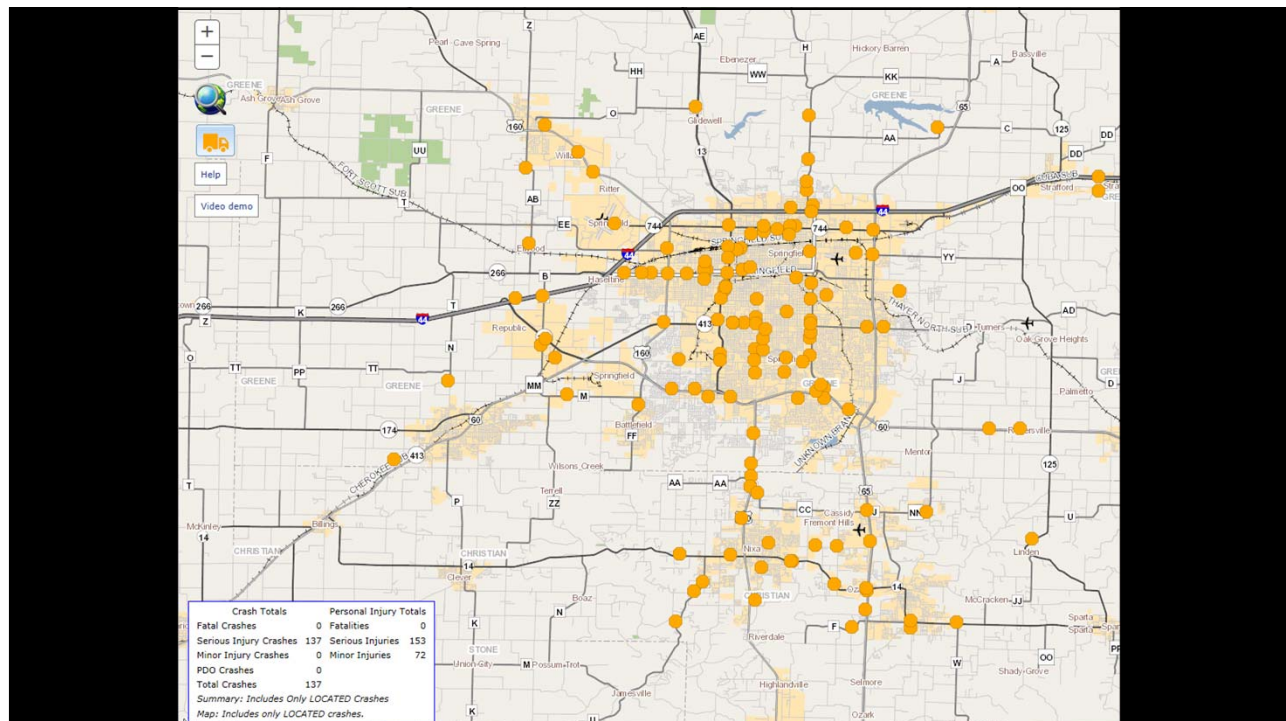




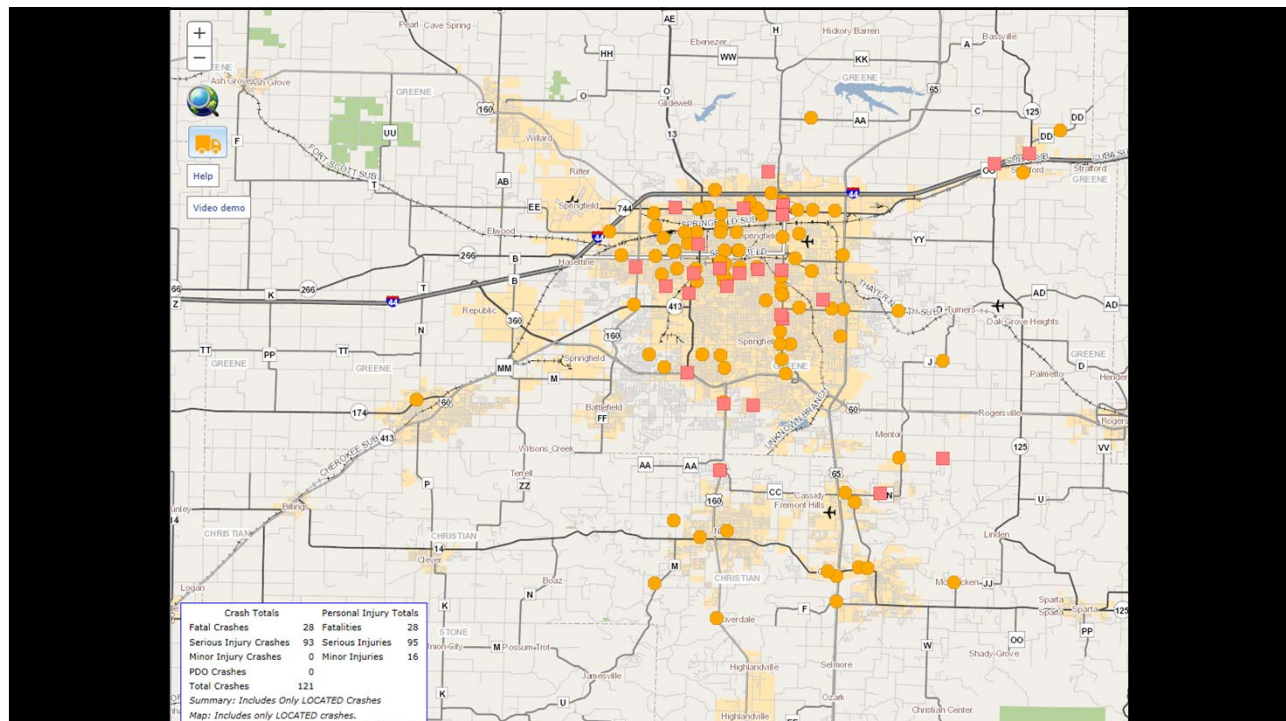
SERIOUS INJURIES, PRIOR 5 YEARS



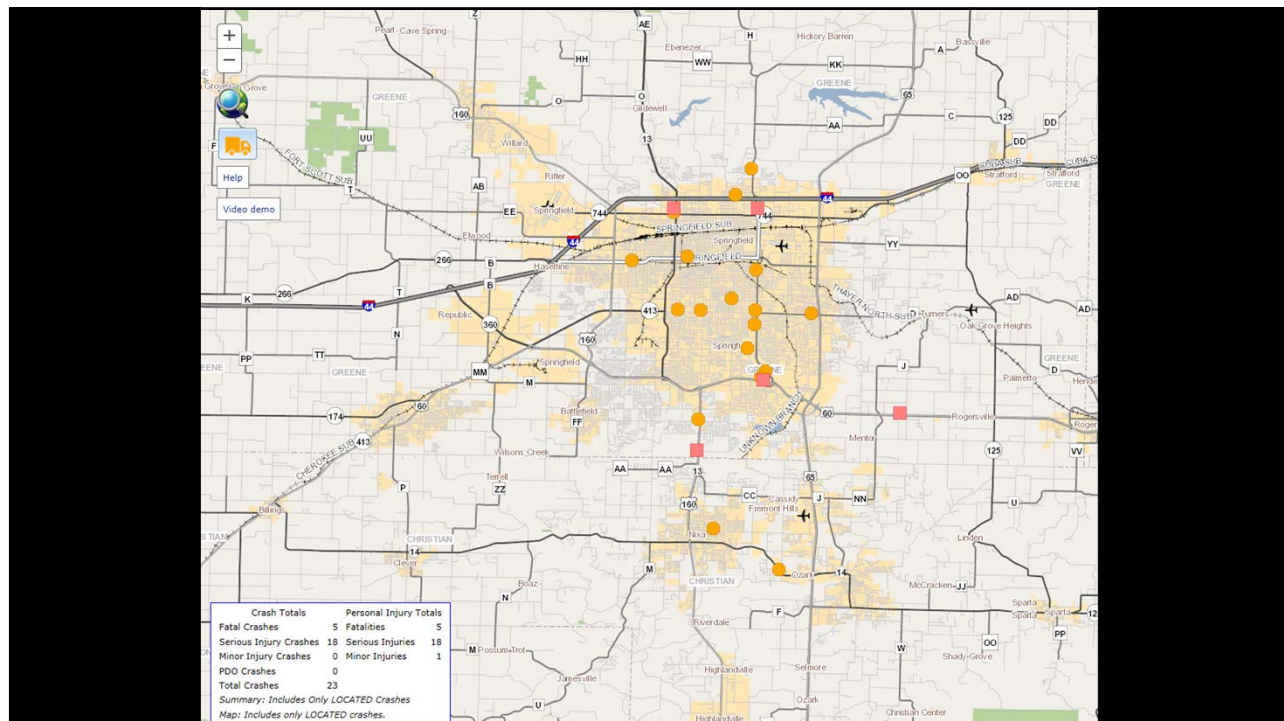
SERIOUS INJURIES, YEAR TO DATE



BIKE/PED, PRIOR 5 YEARS



BIKE/PED, YEAR TO DATE



OTO SAFETY TARGETS



PROCESS

- REVIEW CONTRIBUTING FACTORS
- REVIEW PROBABILITIES
- CAN REVIEW ANNUALLY

TAKE-AWAYS

- FUEL PRICES AND ECONOMY AFFECT VMT
- VMT HAS MINIMAL IMPACT ON FATALITIES
- VMT DOES IMPACT BIKE/PED SI/FATALITIES

Probability of Meeting Fatality Target							
	9%		7%		4%		95% CI
2018	28	50%	29	45.6%	30	43.3%	36 - 27.5
2019	26	63.3%	27	57.1%	29	44.4%	35.4 - 27.6
2020	23	79.0%	25	69.2%	27	57.1%	34.8 - 27.4

*The percent value is the probability that the actual number will be greater than the target.

TRANSIT TARGETS



ASSETS

- EQUIPMENT – PERCENT OF VEHICLES MET OR EXCEEDED USEFUL LIFE BENCHMARK
- ROLLING STOCK - PERCENT OF VEHICLES MET OR EXCEEDED USEFUL LIFE BENCHMARK
- INFRASTRUCTURE – NOT APPLICABLE (RAIL-FIXED GUIDEWAY)
- FACILITIES – PERCENT OF ASSETS WITH CONDITION RATING BELOW 3.0 ON FTA TERM SCALE

TERM RATING SCALE



Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

TRANSIT TARGETS



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

MoDOT Statewide Safety Targets

August 2018 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2015-2019:

Performance Measure	5-Year Rolling Average (2013-2017)	5-year Rolling Average Statewide Target for CY2019
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

Targets based on 9% fatality reduction, 5% serious injury reduction, 1% VMT increase and 4 % non-motorized reduction



Missouri DOT/ FHWA/ NHTSA Annual Safety Target Setting Coordination

January 2018

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures must be reported in the Highway Safety Plan (HSP) for NHTSA. All five performance measures must be reported in the Highway Safety Improvement Program (HSIP) for FHWA. When targets are not met, the State DOT must spend the full HSIP allocation in one fiscal year and submit an HSIP implementation plan to FHWA detailing how the State DOT plans to meet its targets.

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration calls.
Mar. 2018	MoDOT Safety staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Apr. 9, 2018	MoDOT calculates 2013-2017 data trends for each safety performance measure by statewide and by MPO, as available. MoDOT shares data with MPOs, FHWA, NHTSA, and FMCSA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration call.
Apr. – May 2018	MoDOT solicits target setting feedback from partners by email.
May 14, 2018	MoDOT and MPOs finalize assumptions to use for CY2019 targets during the monthly partner collaboration call.
By July 1, 2018	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP. MoDOT shares targets with planning partners through email and monthly partner collaboration calls.
By Aug. 31, 2018	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration calls.

MoDOT Sponsored Group TAM Plan State Fiscal Year 2019 Targets (State Fiscal Year 2019 - July 1, 2018 - June 30, 2019)		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	30% with a condition rating below 3.0 on FTA's TERM Scale	
Maintenance facilities	25% with a condition rating below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A



Missouri DOT/ FTA/ Partner Transit Target Setting Coordination

February 2018

The National Transit Asset Management (TAM) System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this through an individual or group plan. Group plans are designed to collect TAM information about groups (typically smaller subrecipients of 5311 programs) that do not have a direct financial relationship with FTA. Annual targets must be set for four transit performance measures:

1. Equipment: Percentage of non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase) that met or exceeded FTA Useful Life Benchmarks (ULB)
2. Rolling Stock: Percentage of revenue support vehicles by mode that have met or exceeded FTA ULB.
The following asset classes include:
 - Van (VN), automobile (AO), Minivan (MV) – 8 year ULB
 - Cutaway (CU) – 10 year ULB
 - Bus (BU and BS) – 14 year ULB
3. Infrastructure: Only rail fixed guideway, tracks, signals and systems (only applicable to Bi-State METRO and KC Streetcar Authority)
4. Facilities: Percentage of maintenance and administrative facilities; and passenger stations (buildings) and parking facilities rated below a 3.0 on FTA Transit Economics Requirement Model (TERM) Scale.
The scale has the following values: 5 – Excellent, 4 – Good, 3 – Adequate, 2 – Marginal, 1 – Poor

Transit targets must be evaluated with option to adjust every year. Targets must be reported in the National Transit Database (NTD) and submitted to FTA. Annual reporting must include inventory of equipment exceeding \$50k at purchase, rolling stock (revenue vehicles) and facility condition assessment (if applicable).

Transit Target Setting Collaboration with Partners:

Oct. 2016	MoDOT conference call with transit agencies, MPOs and FTA to discuss FTA TAM rule and future targets, performance measures and coordination process.
Dec. 9, 2016	MoDOT emailed MPOs, 5307 and 5311 providers regarding the inventory for MoDOT TAM plan along with detailed information regarding all asset classes and TERM Scale; information provided about initial target setting with feedback requested.
Dec. 30, 2016	MoDOT submitted initial transit targets to FTA Region VII, due January 1, 2017.
Aug. 2017	Presentation of MoDOT TAM Plan with additional emphasis on TAM Plan facility condition assessment at the Missouri Public Transit Association (MPTA) annual conference in Springfield, MO.
July 2018	MoDOT staff compiles annual fiscal year inventory and facility condition assessment for each performance measure. Meet with MoDOT Executive Team.
By Aug. 15, 2018	MoDOT shares data and yearly targets with transit agencies, MPOs and FTA with discussion on data, assumptions in partner collaboration call.
Aug. – Sept. 2018	MoDOT solicits target setting feedback from partners by email.
Oct. 1, 2018	MoDOT shares targets with transit agencies, MPOs and FTA through email and monthly partner collaboration calls.
By Oct. 31, 2018	MoDOT submits annual targets in the National Transit Database (NTD).

Sharing Group TAM Plans

Transit asset management is one part of larger local, regional and statewide multimodal transportation planning and funding efforts. Another of the performance management focused rules to come out of MAP-21 and FAST is the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Planning Rule, referred to as the Planning Rule (23 CFR 450, 23 CFR 771, 49 CFR 613). Sponsors should be aware of the following Planning Rule requirements for MPOs and State DOTs, and should be prepared to share the group plan with these organizations.

Metropolitan Planning Organizations and State Departments of Transportation

In addition to the performance measure targets submitted to NTD, the Planning Rule requires that State DOTs and MPOs establish performance targets that address the performance measures or standards established in the TAM Final Rule for the region for which they are responsible. These targets should be coordinated to the maximum extent practicable with providers of public transportation. MPOs are required to establish performance targets 180 days after the transit agencies establish their performance targets, so it is important that sponsors maintain communication with these groups.

To aid in the MPO and Statewide planning process, the group plan sponsor must make the group plan, targets and supporting materials available to the State DOTs and MPOs that program projects for any participants of the group plan.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.E.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION: Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

The Ozarks Transportation Organization Federal Fiscal Year 2017 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Federal fiscal year 2018 includes the time period from October 1, 2017 to September 30, 2018.

Please note that this is required to be published by December 30, 2018.

TECHNICAL COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects.”

OR

“Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects with the following corrections...”

FY 2018 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding federal fiscal year, October 1, 2017 through September 30, 2018. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

Annual Listing of Obligated Projects (ALOP)

The ALOP is a requirement of metropolitan planning areas, per § 450.334:

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
- (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
- (c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Transportation 2040*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

Ozarks Transportation Organization (OTO)

The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The mission of the OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

The Report

As stated in federal law, the ALOP has a number of required elements. Below is an explanation of each column included in the report.

PROJECT NO

This is the Federal Number assigned to a project when it is entered into the federal financial management system.

JOB NO

This is an ID assigned by MoDOT (Missouri Department of Transportation) for tracking of projects at the state level.

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the project responsible for implementing the project.

TIP NUMBER

The OTO assigns each project a unique identifier to track it through the local process. This number is often assigned before the state and federal IDs are known.

TIP YEARS

The TIP is developed annually with a four-year time horizon. This column indicates each edition of the TIP where the project appears. An additional qualifier, like “A1” or “AM2,” indicates if the project was part of an amendment or administrative modification to the TIP.

PROGRAMMED YEAR

This lists the actual years when funding was planned to be obligated for the project. The (AC) appearing after certain years indicates the expected year of advance construction conversion. MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to federal fiscal year 2018.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2018.

PROGRAM CODE

The program code is associated with the category of federal funding that was obligated for the project. The program code changes with each surface transportation bill and extension. A search of this document (<http://www.fhwa.dot.gov/federalaid/projects.cfm>) will provide information on the source of funding for each program code. As a quick reference, the first letter in the code is related to a particular surface transportation bill. Funding from the FAST Act, the most recent bill, starts with the letter “Z,” MAP-21, starts with the letter “M,” while funding that starts with the letter “L” is from SAFETEA-LU. Some funding is still shown for some older projects as having come from TEA-21 (Q) and from an extension of TEA-21 (H). To learn more about the current surface transportation bill, the FAST Act, click here - <http://www.fhwa.dot.gov/fastact/>. The U.S. DOT website is a good source of information on federal funding programs.

TRANSACTION DATE

This is the date that funding was obligated during the 2018 federal fiscal year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2018 federal fiscal year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2018, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2018 federal fiscal year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

This shows how much money is left to obligate based on the amount of funding programmed in the OTO Transportation Improvement Program. If the project is complete, the amount is left at \$0.00, which is also the case when the obligated amount has maxed the available programmed funding. Generally, this number is determined by subtracting all obligated funding from all programmed funds, regardless of the year in which funding was programmed.

FY 2018 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S179	N/A	STATEWIDE, CROSSINGS	VARIOUS	MODOT	N/A	N/A	N/A	N/A	N/A	Q260 Q270 LS50	1/11/2018 -- --	(\$13,973.47) \$0.00 \$0.00	\$10,748.47 \$85,853.21 \$257.13	COMPLETE - \$0.00
000S308	N/A	BNSF RAILWAY GRADE / CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES IN GREENE COUNTY	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	LS5E	12/15/2017	\$0.00	\$293,292.31	COMPLETE - \$0.00
000S418	J7S3041	MO 125 GREENE CO; RAILROAD CROSSING GRADE SEPARATION 0.1 MILE SOUTH OF RTE D; 0.80 MI	GREENE	MODOT	GR1402	2015-2018 AM2	2014, 2015	\$1,466,267.00	\$0.00	LS50 LS5E MS5E M240 M24E	-- -- -- 3/36/2018 3/26/2018	\$0.00 \$0.00 \$0.00 \$0.00 (\$83,668.26)	\$123,648.64 \$101,892.53 \$1,455,607.47 \$0.00 \$638,488.34	COMPLETE - \$0.00
000S452	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES (DOT #664 180J JEFFERSON)	GREENE	MODOT	VARIOUS	N/A	N/A	N/A	N/A	LS5E Z550	11/3/2017 11/3/2017	(\$540.80) (\$177.44)	\$19,075.05 \$2,700.00	COMPLETE - \$0.00
000S455	N/A	GREENE CO, BNSF RAIL/GRADE CROSSING IMPROVEMENTS FOR PROTECTIVE DEVICES	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	LS4E LS50 LS5E MS50 LS40	12/15/2017 12/15/2017 12/15/2017 12/15/2017 --	(\$88,584.18) (\$3,859.39) (\$35,073.97) (\$13,999.62) \$0.00	\$271,146.65 \$15,938.75 \$113,589.84 \$41,178.19 \$1,647.85	COMPLETE - \$0.00
000S456	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES (DOT #664 176U CENTRAL)	GREENE	MODOT	VARIOUS	N/A	N/A	N/A	N/A	MS5E LS5E	1/11/2018 1/11/2018	(\$86,675.30) (\$138,107.50)	\$218,499.54 \$344,294.13	COMPLETE - \$0.00
00S467	N/A	CHRISTIAN CO, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES	CHRISTIAN	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	1/11/2018	(\$196,468.99)	\$412,226.01	COMPLETE - \$0.00
000S568	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES. CROSSING #664 097H ON LE COMPTE RD NEAR BNSF	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z550	10/23/2017	\$26,930.00	\$0.00	\$0.00
0071044	J7S3377	HENRY CO, MO 7, PAVEMENT PRESERVATION TREATMENT AT VARIOUS LOCATIONS IN BENTON, CHRISTIAN, TANEY, DADE, DALLAS, HENRY, HICKORY, & STONE COUNTIES	CHRISTIAN	MODOT	N/A	N/A	N/A	N/A	N/A	M002 Z001	7/28/2018 9/18/2018	\$36,000.00 \$1,931,911.41	\$0.00 \$0.00	\$0.00
00FY619	N/A	2019 OBLIGATION FOR THE 2019 ANNUAL CPG AGREEMENT	CHRISTIAN/ GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M450 Z77D	6/15/2018 6/15/2018	\$3,750.00 \$1,250.00	\$0.00 \$0.00	N/A
00FY818	N/A	2018 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M45E	11/22/2017	\$142,657.00	\$754,666.00	N/A
00FY819	N/A	2019 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M77D Z450 Z77D	6/28/2018 6/28/2018 6/28/2018	\$152,072.55 \$613,856.20 \$52,546.25	\$0.00 \$0.00 \$0.00	N/A
0132078	J8P3042	RT 13, GREENE CO, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF KANSAS EXPRESSWAY FROM I-44 TO MT VERNON ST IN SPRINGFIELD, 3.16 MI	GREENE	MODOT	SP1417	2014-2017 A1	2014	\$799,517.00	\$0.00	M0E1 MS4E M001 L23E	4/23/2018 4/23/2018 12/21/2017 --	(\$76,689.43) \$86,275.62 \$0.00 \$0.00	\$1,343,818.84 \$203,138.95 \$0.00 \$799,517.00	\$0.00
0132079	J8P3039	MO 13 GREENE CO; BRIDGE IMPROVEMENTS OVER RADIO LANE NORTH OF SPRINGFIELD; 0.0 MI	GREENE	MODOT	GR1408	2014-2017 A3, 2015-2018 A5	2014, 2014 (AC), 2015, 2015 (AC), 2016, 2016 (AC)	\$1,214,400.00	\$0.00	M0E1 Z001 RPS9 RPF9	-- 11/27/2017 -- --	\$0.00 (\$48,837.94) \$0.00 \$0.00	\$0.00 \$1,196,364.97 \$11,832.12 \$91,099.11	COMPLETE - \$0.00
0132080	J8P3035	MO 13 GREENE CO; PAVEMENT IMPROVEMENTS FROM NORTON RD TO EVERGREEN STREET; 0.25MI	GREENE	MODOT	MO1404	2015-2018 A5	2014, 2015, 2015 (AC), 2016, 2017	\$221,600.00	\$0.00	M0E1	2/3/2018	\$10,077.93	\$184,589.95	COMPLETE - \$0.00
0132083	J8S3063	MO 13, GREENE CO; SAFETY IMPROVEMENTS ON THE SB LANES N/O DIVISION STREET IN SPRINGFIELD	GREENE	MODOT	GR1603	2015-2018 A9, 2017-2020	2016, 2017	\$53,100.00	\$0.00	Z531	2/20/2018	\$3,736.86	\$37,715.12	COMPLETE - \$0.00
0141025	J0P30111	MO 14 CHRISTIAN; ADA IMPROVE AT VARIOUS LOCATIONS FROM ELLEN ST TO MAIN ST IN NIXA & CHURCH ST TO WALNUT ST IN OZARK; 0.84 MI	CHRISTIAN	MODOT	EN1601	2015-2015 A5	2016	\$223,200.00	\$0.00	M240 M24E	11/20/2017 --	(\$4,954.11) \$0.00	\$208,697.50 \$0.00	COMPLETE - \$0.00
0141027	J8P3096	MO 14, CHRISTIAN CO, SAFETY & CAPACITY IMPROVEMENTS ON JACKSON ST FROM 16TH ST TO 2 MI E OF RT NN IN OZARK	CHRISTIAN	MODOT	OK1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	\$177,600.00	\$3,685,400.00	Z001 Z240	-- 10/12/2017	\$0.00 \$0.00	\$0.00 \$0.00	\$3,863,000.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0141029	J8P3015	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON JACKSON ST AT RTE NN IN OZARK	CHRISTIAN	MODOT	OK1401-17A2	2014-2017, 2015-2018 A11, 2017-2020 A2, 2018-2021 AM4, 2019-2022	2015, 2016, 2017, 2018, 2019, 2020	\$297,600.00	\$3,307,000.00	Z240	3/8/2018	\$434,985.91	\$203,200.00	\$2,833,400.00
										M240	3/8/2018	\$133,014.09	\$0.00	
0141030	J8P3088C	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$623,000.00	\$2,812,200.00	Z240	9/10/2018	\$475,931.74	\$266,400.00	\$920,031.94
										M23E	6/7/2018	\$174,912.29		
											10/12/2017	\$318,400.00		
											9/10/2018	\$1,279,524.03	\$0.00	
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022	2018, 2019, 2020	\$16,000.00	\$2,197,600.00	Z001	7/25/2018	\$56,190.64	\$0.00	\$1,945,409.36
											10/16/2017	\$212,000.00		
0441101	J8S3110	LP 44, GREENE CO, BRIDGE REHABILITATION ON CHESTNUT EXPRESSWAY OVER JORDAN CREEK & BNSF RAILROAD	GREENE	MODOT	SP1803	2018-2021, 2019-2022	2018, 2019	\$1,600.00	\$1,074,400.00	Z001	5/7/2018	\$96,800.00	\$0.00	\$979,200.00
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	GREENE	MODOT	SP1112	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$3,358,827.00	\$0.00	L010	--	\$0.00	\$0.00	
										HY10	--	\$0.00	\$166,134.42	
										ZS30	4/23/2018	\$13,146.20	\$0.00	
										M230	2/8/2018	\$45,113.80		
											2/8/2018	\$1,110,295.00	\$0.00	
										Z001	2/8/2018	\$0.00	\$24,665.58	
											4/23/2018	\$32,750.86		
0442263	J8I3000	IS 44 GREENE CO; PAVEMENT IMPROVEMENTS FROM W/O RT 266 (CHESTNUT EXP) TO E/O RT 125; 17.80 MI	GREENE	MODOT	SP1409	2014-2017, 2015-2018 A5	2013, 2014, 2015 (AC), 2016	\$7,580,700.00	\$0.00	MS30	2/10/2018	\$0.00	\$4,822,911.04	COMPLETE - \$0.00
										ZS31	2/10/2018	\$0.00	\$211,952.74	
										MSE1	2/10/2018	\$0.00	\$0.00	
0442280	J0I3002O	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1606	2015-2018 A5	2016	\$194,400.00	\$0.00	MOE1	7/8/2018	\$0.00	\$0.00	\$130,388.86
										Z001	7/8/2018	\$64,011.14	\$0.00	
0442286	J8I3047	IS 44, GREENE CO; PVMT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM 0.5 MI E/O RTE 125 IN STRAFFORD TO THE WEBSTER CO LINE	GREENE	MODOT	GR1602	2015-2018 A5, 2017-2020	2016, 2017	\$347,400.00	\$0.00	Z001	6/21/2018	\$41,128.61	\$272,147.36	\$34,124.03
0442287	J8S3062	LP 44, GREENE CO; SAFETY IMPROVEMENTS ON THE WB LANES E/O COLLEGE RD IN SPRINGFIELD	GREENE	MODOT	SP1604	2015-2018 A9, 2017-2020	2016, 2017	\$59,400.00	\$0.00	ZS31	2/20/2018	\$14,672.99	\$58,577.39	COMPLETE - \$0.00
0442288	J8S3060	LP 44, GREENE CO; PVMT IMPROVEMENTS ON CHESTNUT EXP FROM LULLWOOD ST TO COLLEGE ST & FROM RT 13 (KANSAS EXP) TO 0.1 MI E.O DELAWARE AVE IN SPRINGFIELD	GREENE	MODOT	MO1612	2015-2018 A8, 2017-2020	2016, 2017	\$1,466,400.00	\$0.00	MS30	7/11/2018	(\$5,286.75)	\$22,610.25	COMPLETE - \$0.00
										Z001	7/11/2018	(\$47,475.20)	\$981,395.43	
0442296	J8I3109	IS 44, GREENE CO, REHABILITATE BRIDGES OVER RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP1806	2018-2021	2018	\$851,400.00	\$0.00	Z001	5/30/2018	\$704,036.97	\$0.00	\$67,263.03
											3/8/2018	\$0.00		
											10/16/2017	\$80,100.00		
0442299	J8I3136	IS 44, GREENE CO; JOC FOR BR REPAIR FROM E/O RT 360 TO 2 MI E/O RT 125, RT 65 FROM I-44 TO RT 60, RT 360 FROM E/O I-44 TO RT 60, RT 60 FROM RT 360 TO RT 65	GREENE	MODOT	GR1802	2018-2021	2018	\$84,000.00	\$0.00	Z001	1/22/2018	\$0.00	\$0.00	\$84,000.00
											10/30/2017	\$0.00		
0442303	J0I3004O	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1808	2018-2021	2018 (AC)	\$197,100.00	\$0.00	Z001	7/15/2018	\$108,424.80	\$0.00	\$88,675.20
											4/7/2018	\$0.00		
											1/8/2018	\$0.00		
0442305	J8I3044	GREENE CO, IS 44, SCOPING FOR ROADWAY IMPROVEMENTS FROM RT 360 N OF REPUBLIC TO RT 125 IN STRAFFORD	GREENE	MODOT	SP1419	2017-2020, 2018-2021 A1, 2019-2022	2017, 2018, 2019, 2020, 2021	\$137,000.00	\$63,000.00	Z001	6/21/2018	\$7,884.73	\$0.00	\$0.00
											3/12/2018	\$280,640.68		
											12/14/2017	\$171,450.00		
0442308	J8I3120	IS 44, GREENE CO, PAVEMENT IMPROVEMENTS FROM EAST OF RT 360 TO .6 MI W OF RT 266	GREENE	MODOT	SP1805	2018-2021, 2019-2022	2018, 2019, 2020	\$1,800.00	\$1,527,300.00	Z001	3/7/2018	\$26,100.00	\$0.00	\$1,503,000.00
0602084	J8P0683D	US 60, GREENE CO. INTERCHANGE IMPROVEMENTS AT RTES NN AND J. 3.50 MI	GREENE	MODOT	GR0909, GR1010	2010-2013 (GR1010), 2011-2014 (GR1010), 2012-2015 (GR1010), 2013-2016 (GR0909/GR1010), 2014-2017 (GR1010), 2015-2018 (GR1010)	2010, 2011, 2012, 2013, 2014, 2015, 2015 (AC)	\$10,302,000.00	\$0.00	MS31	9/17/2018	\$1,230.04	\$686,186.45	
										M001	9/17/2018	(\$204,895.23)	\$2,630,633.69	
										MS30	9/17/2018	\$6,728.74	\$3,505,593.21	
											2/21/2018	\$82,725.27		
										MS3E	9/17/2018	(\$119,169)	\$0.00	
											2/21/2018	\$21,027.51		
										MSE1	2/21/2018	\$477.55	\$197,298.95	
										MOE1	9/17/2018	\$14,740.20	\$3,709,209.31	
											2/21/2018	\$87,344.94		
										Z001	9/17/2018	(\$4,148.96)	\$142,363.98	
0602089	J8P3049	US60, GREENE CO; PVMT IMPROVEMENTS FROM RT 13 (KANSAS EXP) TO 0.7 MI W/O RT 65 IN SPRINGFIELD	GREENE	MODOT	SP1601	2015-2018 A5	2016	\$281,600.00	\$0.00	Z001	12/15/2017	\$7,118.85	\$842,094.51	COMPLETE - \$0.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0602091	J8P3049B	US 60, GREENE CO, PAVE IMPROVE ON DISCONNECTED SECTIONS FROM RT 13(KANSAS EXPRESSWAY) TO .7 MI W OF RT 65 IN SPRINGFIELD. 4.681 MI	GREENE	MODOT	SP1711	2017-2020	2017	\$423,200.00	\$0.00	2001	7/15/2018	(\$1,236.30)	\$392,570.04	\$31,866.26
0602093	J8P0683E	US 60, GREENE CO, INTERCHANGE IMPROVE AT RT 125 & OUTER ROADS FROM FARM RD 213 TO FARM RD 247 IN ROGERSVILLE	GREENE	MODOT	RG0901	2015-2018 AM5, 2018-2021 A1, 2019-2022	2015, 2016, 2017, 2018, 2019, 2021, 2022	\$314,400.00	\$12,304,000.00	2001	7/28/2018 12/15/2017	\$8,146.40 \$65,823.20	\$278,400.00	\$12,266,030.40
0602094	J8P0683G	US 60, GREENE CO, FREEWAY IMPROVEMENTS FROM 2 MI W OF HIGHLAND SPRINGS RD TO .3 MI E OF CO RD 213	GREENE	MODOT	GR1403	2014-2017, 2015-2018, 2017-2020, 2018-2021 A1, 2019-2022	2014, 2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021	\$79,200.00	\$24,000.00	2001	8/6/2018 7/28/2018 7/8/2018 12/15/2017	\$65,824.00 \$10,616.80 \$11,401.94 \$65,824.00	\$58,257.28	\$0.00
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020	\$126,400.00	\$80,000.00	2001	6/21/2018 12/14/2017	\$5,914.40 \$147,826.40	\$95,783.31	\$0.00
0602097	J8P3126	US 60, GREENE CO, SOUND ABATEMENT AT VARIOUS LOCATIONS BETWEEN FREMONT RD & BUS 65 (GLENSTONE AVE) IN SPRINGFIELD	GREENE	MODOT	SP1810	2018-2021	2018	\$1,742,400.00	\$0.00	2001	11/20/2017	\$123,420.20	\$761,842.20	\$857,137.60
0602099	J8P3113	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM RT 174 IN REPUBLIC TO RT 413	GREENE	MODOT	RP1802	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$1,637,600.00	2001	1/2/2018	\$31,200.00	\$0.00	\$1,608,000.00
0602100	J8P3127	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .3 MI WEST OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	RP1803	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$697,600.00	2001	1/2/2018	\$0.00	\$0.00	\$699,200.00
0602105	J8P3122	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .7 MI E OF BUS 65 (GLENSTONE AVE) TO RT 125	GREENE	MODOT	GR1804	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$1,123,200.00	2001	1/8/2018	\$46,400.00	\$0.00	\$1,078,400.00
0602106	J8P3129	US 60, GREENE CO, ADA TRANSITION PLAN IMPROVEMENTS AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	EN1801	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$894,400.00	2001	1/8/2018	\$121,600.00	\$0.00	\$774,400.00
0602107	J8P3132	US 60, GREENE CO; GUARDRAIL IMPROVEMENTS AT THE RT 65 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP1808	2018-2021 AM2	2018	\$52,800.00	\$0.00	2001 ZS30 S6A0	5/30/2018 3/8/2018 5/30/2018 3/8/2018 3/8/2018	\$68,448.66 \$0.00 (\$1,192.85) \$117,012.00 \$6,855.59	\$0.00	\$0.00
0651072	J8P3101	BU 65, CHRISTIAN CO, SAFETY & CAPACITY IMPROVE ON S ST FROM 19TH ST TO RT 14(3RD ST) IN OZARK	CHRISTIAN	MODOT	OK1702	2017-2020, 2018-2021	2017, 2018, 2019	\$361,600.00	\$2,979,200.00	2240 MS30	9/13/2018 4/10/2018 10/13/2017 9/13/2018	\$2,691,786.22 \$14,549.95 \$20,000.00 \$509,662.59	\$304,000.00	\$0.00
0652073	J8O2397	RTE 65, GREENE CO, BRIDGE IMPROVEMENTS OVER RTE 65 ON EVANS RD INTERCHANGE, 0.015 MI	GREENE	MODOT	SP1204	2012-2015, 2013-2016, 2014-2017, 2015-2018, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$1,039,200.00	\$0.00	2001 LO50	6/21/2018 4/2/2018 4/2/2018	\$157,814.55 \$1,090,981.02 \$0.00	\$0.00	\$0.00
0652079	J8P0850B	OR 65, GREENE CO; RELOCATE EASTGATE AVE (EAST OUTER RD) INTERSECTION EAST OF RTE 65	GREENE	MODOT	SP1106	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$438,607.00	\$0.00	L23R Z240	1/8/2018 1/8/2018	\$0.01 (\$40,616.96)	\$155,816.99 \$186,099.58	\$137,307.38
0652098	J8P3048	US 65 GREENE CO; PAVEMENT IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RT 60; 9.18 MI	GREENE	MODOT	SP1602	2015-2018 A5, 2017-2020	2016, 2017	\$5,342,400.00	\$0.00	MOE1 Z001 Z002	-- -- 7/10/2018	\$0.00 \$0.00 (\$1,364,714.27)	\$0.00 \$123,194.00 \$6,339,756.35	COMPLETE - \$0.00
0652100	J8P3081	US 65, GREENE CO, PAVE IMPROVE FROM BUS 65(CHESTNUT EXPRESSWAY) TO S OF BENNETT ST 1.553 MI	GREENE	MODOT	SP1706	2017-2020	2017	\$3,871,200.00	\$0.00	Z001 Z002 MOE1	-- 2/15/2018 2/15/2018	\$0.00 \$179,000.03 (\$64,000.00)	\$52,250.00 \$2,229,606.93 \$70,400.00	\$1,403,943.04
0652101	J8P3079	US 65, GREENE CO, GUARDRAIL IMPROVE FROM RT 744(KEARNEY ST) TO .3 MI N OF RT D (SUNSHINE ST). 3.711 MI	GREENE	MODOT	SP1703	2017-2020	2017	\$380,800.00	\$0.00	MOE1 MS3E MOE2	7/10/2018 7/10/2018 7/10/2018	(\$3,228.38) (\$2,500.00) (\$49,159.61)	(\$4,754.67) \$264,600.00 \$206,744.51	COMPLETE - \$0.00
0652104	J8P3130	US 65, GREENE CO, PAVE IMPROVE FROM .6 MI S OF RT 60 TO S TO RT CC	GREENE	MODOT	GR1803	2018-2021	2018	\$988,800.00	\$0.00	2001	6/28/2018 4/2/2018 10/30/2017	(\$14,122.77) \$869,759.85 \$73,600.00	\$0.00	\$59,562.92
0652105	J8P3080B	US 65, GREENE CO, PAVEMENT REPLACEMENT FROM 1 MI N OF VALLEY WATER MILL RD TO RT 744 (KEARNEY ST)	CHRISTIAN	MODOT	SP1813	2018-2021 AM1	2018	\$1,747,200.00	\$0.00	2001	7/25/2018 4/23/2018 2/3/2018 11/27/2017	\$1,115,848.35 (\$9,600.00) \$0.00 \$29,600.00	\$0.00	\$611,351.65

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0652106	J8P3079C	US 65, GREENE CO; GUARDRAIL IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RTE 744 (KEARNEY ST)	GREENE	MODOT	SP1814	2018-2021 AM1	2018	\$212,000.00	\$0.00	Z001	5/31/2018 4/23/2018 2/3/2018	\$93,544.60 \$0.00 \$0.00	\$0.00	\$2,067.90
0653105	J8P0605H	US 65, CHRISTIAN CO, ROADWAY & BRIDGE IMPROVEMENTS FROM .7 MI S OF EVANS RD TO RT CC IN OZARK	CHRISTIAN	MODOT	OK1703	2017-2020, 2018-2021	2017, 2018	\$6,021,600.00	\$0.00	Z001	6/14/2018 4/7/2018	\$1,457,355.03 \$3,979,669.58	\$632,772.00	\$0.00
1601053	J8S0690	US 160 GREENE CO; INTERSECTION IMPROVEMENTS ON CAMPBELL AVENUE AT PLAINVIEW ROAD; 0.2 MI	GREENE	MODOT	SP1407	2014-2017	2014, 2015 (AC)	\$924,000.00	\$0.00	L23R	1/8/2018	\$208,757.98	\$0.00	COMPLETE - \$0.00
1601054	J8S0690B	US160 GREENE CO; INTERSECTION & OUTER RD IMPROVE AT CAMPBELL AVE & PLAINVIEW RD INTERSECTION IN SPRINGFIELD; 0.40 MI	GREENE	MODOT	SP1408	2014-2017 AM4, 2015-2018	2014, 2015	\$1,021,600.00	\$0.00	MS30	1/8/2018	\$7,288.43	\$582,540.28	
										L23E	--	\$0.00	\$148,640.74	
										MOE1	2/4/2018	(\$235,914.13)	\$750,164.31	
										MO01	--	\$0.00	\$0.00	COMPLETE - \$0.00
										L23R	--	\$0.00	\$538,233.28	
1601063	J8P3088B	US 160, CHRISTIAN CO, INTERSECTION IMPROVEMENTS ON MASSEY BLVD AT TRACKER RD & NORTHVIEW RD IN NIXA	CHRISTIAN	MODOT	NX1801-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$300,000.00	\$1,600,800.00	M2E1	--	\$0.00	\$98,751.56	
										Z001	12/22/2017	\$49,221.20	\$113,248.44	\$1,620,800.00
										Z230	12/22/2017	\$18,778.80	\$0.00	
1601064	J8P3051D	US 160, CHRISTIAN CO, PAVEMENT IMPROVEMENTS FROM RT 14 IN NIXA TO .4 MI N OF FINLEY CREEK	CHRISTIAN	MODOT	CC1801	2018-2021, 2019-2022	2018, 2019	\$19,200.00	\$880,000.00	MS3E	9/17/2018	\$266,074.00	\$0.00	
										Z001	9/17/2018	\$701,339.95	\$0.00	\$0.00
											10/24/2017	\$20,800.00		
1601065	J8P3051B	US 160, GREENE CO; PVMT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE 60 (JAMES RIVER FRWY) TO N/O PLAINVIEW RD	GREENE	MODOT	SP1701	2017-2020, 2018-2021	2017, 2018	\$316,800.00	\$0.00	Z001	1/8/2018	(\$93,480.36)	\$312,758.87	
										Z530	1/8/2018	(\$521.41)	\$33,386.00	\$0.00
1601066	J8S3138	US 160, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM RT AA TO RT CC	CHRISTIAN	MODOT	CC1802	2018-2021, 2019-2022	2018, 2019, 2020, 2021, 2022, 2023	\$80,000.00	\$18,663,200.00	Z001	10/24/2017	\$641,600.00	\$0.00	\$18,101,600.00
1601067	J8P3091B	US 160, GREENE CO, SAFETY IMPROVEMENTS AT CO RD 157 & CO RD 192	GREENE	MODOT	SP1807	2018-2021, 2019-2022 A1	2018, 2019	\$178,200.00	\$2,079,000.00	Z530	4/6/2018 10/18/2017	\$203,393.18 \$180,000.00	\$0.00	\$1,873,806.82
1601071	J8P3087B	CHRISTIAN CO, US 160, ADD TURN LANES & SIDEWALKS ON MASSEY BLVD AT SOUTH STREET IN NIXA	CHRISTIAN	MODOT	NX1803	2018-2021 A2, 2019-2022	2018, 2019, 2020	\$80,000.00	\$2,090,400.00	Z001	9/18/2018	\$262,400.00	\$0.00	\$1,908,000.00
2661014	J8S3106	MO 266, GREENE CO; PVMT IMPROVE ON RT 266 FROM FARM RD 97 TO E/O RT A8 & ON RT O FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1802	2018-2021	2018	\$84,000.00	\$0.00	Z240	1/22/2018 10/30/2017	\$9,416.59 \$86,451.67	\$0.00	\$0.00
4131007	J8S3114	MO 413, GREENE CO, PAVE IMPROVE FROM RT 360 TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1809	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$1,517,600.00	Z001	10/23/2017	\$32,800.00	\$0.00	\$1,486,400.00
5901809	N/A	CITY OF SPRINGFIELD, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN OTO AREA	GREENE	SPRINGFIELD	MO1717	2017-2020, 2018-2021 A5, 2019-2022	2017, 2018, 2019	\$516,000.00	\$324,800.00	L23R	8/9/2018 8/1/2018	\$64,800.00 \$259,200.00	\$0.00	\$516,800.00
5911802	N/A	SPRINGFIELD, GREENE CO; STREETScape IMPROVE ON GRANT AVE BETWEEN WALNUT & OLIVE & ON COLLEGE W/O GRANT ST	GREENE	SPRINGFIELD	EN1508	2015-2018 A3, 2017-2020	2017	\$250,000.00	\$0.00	M301	11/17/2017	(\$28,236.79)	\$28,236.79	
										M3E1	11/17/2017	(\$61,024.03)	\$61,024.03	\$0.00
										Z301	11/17/2017	\$89,260.82	\$160,739.18	
5911803	N/A	CITY OF SPRINGFIELD, IMPROVE TO COLLEGE ST CROSS SECTION - PED PLAZA AT BROADWAY & COLLEGE & BICYCLE/SIDEWALK IMPROVEMENTS	GREENE	SPRINGFIELD	EN1515	2015-2018 A4, 2015-2018 AM6	2016	\$240,000.00	\$0.00	M3E1	--	\$0.00	\$240,000.00	COMPLETE - \$0.00
5921801	N/A	CITY OF SPRINGFIELD, STREETScape ON JEFFERSON INCLUDING SIDEWALK, LIGHTING, & LANDSCAPING IMPROVEMENTS BETWEEN PHELPS & WATER	GREENE	SPRINGFIELD	EN1306	2015-2018 AM6	2016	\$320,000.00	\$0.00	L22R	--	\$0.00	\$320,000.00	COMPLETE - \$0.00
5938806	N/A	CITY OF SPRINGFIELD, OPERATION & MANAGEMENT OF OZARKS TRAFFIC INTELLIGENT TRANSPORTATION SYSTEM IN OTO AREA	CHRISTIAN/ GREENE	SPRINGFIELD	MO1603	2015-2018 AM5	2016	\$838,400.00	\$0.00	M23E	11/17/2017	(\$0.20)	\$295,361.60	COMPLETE - \$0.00
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701-17A1	2017-2020 AM1, 2018-2021, 2019-2022	2017, 2018, 2019	\$216,000.00	\$733,896.00	M23E	--	\$0.00	\$152,509.91	
										L23R	11/9/2017	\$140,000.00	\$0.00	\$657,386.09

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6900811	N/A	CITY OF REPUBLIC, CAPACITY & GEOMETRIC IMPROVEMENTS - OAKWOOD AND HINES	GREENE	REPUBLIC	RP1501 RP1502	RP1501: 2015-2018 A3, 2015-2018 A8 (REMOVED), RP1502: 2015-2018 A4, 2017-2020, 2018-2021	2016, 2018	\$1,911,623.00	\$0.00	M23E M2E1 L23E	5/8/2018 -- --	\$1,566,571.70 \$0.00 \$0.00	\$89,290.44 \$64,190.76 \$191,571.10	\$0.00
9900843	N/A	CITY OF STRAFFORD, GREENE CO, MADISON/JEFFERSON/PINE	GREENE	STRAFFORD	EN1510	2015-2018 A3, 2015-2018 AM6, 2017-2020	2015, 2017	\$250,000.00	\$0.00	M303 M301	-- --	\$0.00 \$0.00	\$246,831.90 \$3,168.10	COMPLETE - \$0.00
9900845	N/A	STRAFFORD R-IV SCHOOLS, STRAFFORD, MO GREENE CO, PINE ST SIDEWALKS	GREENE	STRAFFORD SCHOOLS	EN1511	2015-2018 A3, 2015-2018 AM6, 2017-2020	2015, 2017	\$160,000.00	\$0.00	L220 M303 Z301	-- 10/31/2017 --	\$0.00 (\$7.23) \$0.00	\$26,138.94 \$110,615.97 \$13,158.04	COMPLETE - \$0.00
9900856	N/A	GREENE COUNTY, WILLARD SCHOOLS, KIME ST SIDEWALKS	GREENE	WILLARD SCHOOLS	EN1512	2015-2018 A3, 2015-2018 AM6, 2017-2020	2016, 2017	\$135,741.00	\$0.00	M3E2 M301 M302	10/31/2017 -- --	(\$9,657.43) \$0.00 \$0.00	\$81,580.38 \$6,212.13 \$0.00	COMPLETE - \$0.00
9901804	N/A	CITY OF NIXA, WIDEN MAIN STREET AND CONSTRUCT SIGNALIZED INTERSECTION AT TRACKER RD. AND MAIN ST	CHRISTIAN	NIXA	NX0601	2015-2018 A3, 2015-2018 AM6	2013, 2016	\$1,423,212.00	\$0.00	L23R	5/9/2018	(\$285,941.73)	\$1,264,618.71	COMPLETE - \$0.00
9901811	N/A	CITY OF OZARK, CHRISTIAN CO, SIDEWALK CONNECTING NEIL GRUBAUGH PARK TO FINLEY RIVER PARK	CHRISTIAN	OZARK	EN1503-17A1	2015-2018 A3, 2017-2020 A1	2015, 2017	\$122,966.00	\$0.00	M3E1 M301	5/4/2018 --	\$5,812.80 \$0.00	\$92,949.94 \$18,441.18	\$5,762.08
9901812	N/A	CITY OF OZARK, CHRISTIAN CO, SIDEWALKS AT E HARTLEY RD & S 18TH AVE INTERSECTION & RUNNING E ALONG E HARTLEY RD UNTIL OZARK E ELEMENTARY	CHRISTIAN	OZARK	EN1504-17A1	2015-2018 A3, 2017-2020 A1	2015, 2017	\$141,635.00	\$0.00	M3E1 Z301 M301	2/1/2018 11/22/2017 --	(\$524.62) \$1,665.60 \$0.00	\$88,202.03 \$0.00 \$21,569.35	\$30,722.64
B022009	N/A	CHRISTIAN COUNTY-BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	CHRISTIAN	OZARK	OK1802-17A5	2017-2020 A5, 2018-2021, 2019-2022	2017, 2018, 2019	\$1,933,588.00	\$341,330.00	Z233 L11E	10/16/2017 --	\$95,667.71 \$0.00	\$131,602.56 \$76,534.17	\$1,971,113.56
B039035	N/A	GREENE COUNTY, BRIDGE REPLACEMENT & APPROACHES, FARM RD 102 BRIDGE #10201641 OVER PEA RIDGE CREEK	GREENE	GREENE	GR1312	2015-2018	2015	\$371,200.00	\$0.00	M2E3 Z233	7/10/2018 7/10/2018	(\$635.75) (\$3,382.77)	\$105,921.55 \$560,563.45	COMPLETE - \$0.00
B039036	N/A	GREENE CO, REPLACE EXISTING BRIDGE & APPROACHES ON FARM RD 167 OVER FARMERS BRANCH	GREENE	GREENE	GR1601	2017-2020, 2018-2021 A2	2018	\$320,000.00	\$0.00	Z233	1/2/2018 10/20/2017	(\$75,534.25) \$439,399.25	\$0.00	\$0.00
H32G501	N/A	GREENE CO. MOBILE CLASSROOM FOR BIKE PED EDUCATION	CHRISTIAN/ GREENE	MODOT	EN1308	2013-2016 A4	2013	\$74,990.00	\$0.00	LU1E	11/3/2017	\$0.00	\$24,989.50	COMPLETE - \$0.00
NBIS816	N/A	GREENE CO; 2016 NATIONAL BRIDGE INSPECTIONS - OFF SYSTEM	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	M233	10/24/2017	(\$14,746.45)	\$20,000.00	COMPLETE - \$0.00
NBIS817	N/A	GREENE CO; 2018 NATIONAL BRIDGE INSPECTION STANDARD INSPECTION PLAN - OFF SYSTEM	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Z240	2/26/2018	\$12,000.00	\$0.00	\$0.00
S600040	J8P3003	CSTREPUBLIC RD GREENE CO; SCOPING TO IMPROVE REPUBLIC RD BRIDGES OVER RT 60 0.6 MI E/O RT 13 & 0.5 MI E/O RTE 160; 0.05 MI	GREENE	MODOT	SP1213	2012-2015 A2, 2013-2016, 2014-2017 A1	2012, 2013, 2014, 2015 (AC)	\$2,768,800.00	\$0.00	MO01 L23E	10/30/2017 --	(\$20,476.51) \$0.00	\$152,744.00 \$2,584,800.00	COMPLETE - \$0.00
S600073	J8S0556	RT H, GREENE CO, BRIDGE IMPROVEMENTS OVER SOUTH DRY SAC CREEK, .400 MI	GREENE	MODOT	MO1619	2015-2018 A8, 2017-2020	2016, 2017	\$805,600.00	\$0.00	MOE1 MOE2 MS3E Z001	-- 6/14/2018 -- 6/14/2018	\$0.00 (\$20,241.89) \$0.00 \$52,190.85	\$0.00 \$187,219.62 \$42,050.00 \$544,246.90	COMPLETE - \$0.00
S600095	J8P3057	MO 14, CHRISTIAN CO, PAVEMENT & SAFETY IMPROVEMENTS FROM RT W TO RT OO. 2.959 MI	CHRISTIAN	MODOT	MO1613	2015-2018 A8, 2017-2020	2016, 2017	\$491,200.00	\$0.00	Z531 M24E Z231	3/7/2018 -- --	(\$22,915.78) \$0.00 \$0.00	\$155,088.76 \$0.00 \$228,450.44	COMPLETE - \$0.00
S601031	J8S3077	RT CC, CHRISTIAN CO, ADA TRANSITION PLAN IMPROVE ON RT CC AT FREMONT RD IN FREMONT HILLS & ON RT M FROM TORI DR TO BUTTERFIELD DR IN NIXA	CHRISTIAN	MODOT	EN1704	2017-2020, 2018-2021	2017, 2018	\$296,000.00	\$0.00	Z240 Z231	1/8/2018 5/16/2018 4/9/2018 1/8/2018	\$78,000.00 \$53,997.60 \$0.00 \$42,980.11	\$0.00	\$121,022.29
S601051	J8P3091	MO13, GREEN CO; SAFETY IMPROVEMENTS AT VARIOUS INTERSECTIONS FROM N/O RTE WW TO .05 MI S/O FARM RD 94	GREENE	MODOT	MO1713	2017-2020, 2018-2021	2017, 2018	\$3,118,500.00	\$0.00	ZS30 ZS31	8/10/2018 4/2/2018 8/10/2018 4/2/2018	(\$218,521.65) \$2,527,291.98 (\$119,141.49) \$1,374,327.13	\$0.00 \$0.00	\$0.00
S601053	J8P0601B	US 160, GREENE CO, ROADWAY IMPROVEMENTS FROM .3 MI W OF COUNTY RD 94 TO .4 MI W OF I-44	GREENE	MODOT	GR1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$672,000.00	\$7,568,000.00	MS3E Z240	-- 11/3/2017	\$0.00 \$0.00	\$318,347.43 \$0.00	\$8,240,000.00

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S601054	J8S3090	RT H, GREENE CO; CHIP SEAL & PVMT IMPROVEMENTS FROM RTE 22 TO FARM RD 100	GREENE	MODOT	GR1702	2017-2020	2017	\$4,000.00	\$0.00	Z240	5/9/2018	\$0.00	\$85,839.88	COMPLETE - \$0.00
S601057	J8P0601	US 160, GREENE CO, TO IMPROVE CAPACITY & SAFETY FROM RT 123 IN WILLARD TO I-44 IN SPRINGFIELD	GREENE	MODOT	WI1001-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$87,200.00	\$12,000.00	Z240	11/3/2017	\$604,800.00	\$99,200.00	\$0.00
S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REPMO DR IN REPUBLIC	GREENE	MODOT	RP1801-17A2	2017-2020 A2, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$141,600.00	\$1,844,000.00	M230 Z240	8/27/2018 8/27/2018	\$42,800.00 \$48,150.00	\$100,000.00 \$112,500.00	\$1,682,150.00
S601062	J8S3084	RT MM, GREENE CO, PAVE & SAFETY IMPROVE FROM CARNAHAN ST TO .2 MI S OF FARM RD 156	GREENE	MODOT	RP1702	2017-2020, 2018-2021	2017, 2018	\$192,000.00	\$0.00	Z240 Z531	11/20/2017 11/20/2017	(\$21,546.49) (\$1,077.32)	\$191,289.28 \$9,044.46	\$14,290.07
S601072	J8S3076	RT JJ, CHRISTIAN CO; PVMT & SAFETY IMPROVE ON RT JJ FROM RT 14 TO RT 125 & ON RT AA FROM RT 160 TO END OF STATE MAINTENANCE	CHRISTIAN	MODOT	CC1702	2017-2020, 2018-2021	2017, 2018	\$784,000.00	\$0.00	Z240 Z531	10/30/2017 10/30/2017	(\$97,375.60) (\$37,276.60)	\$459,339.25 \$175,840.81	\$283,472.14
S601075	J8S3083	RT Z, GREENE CO, PAVEMENT & SAFETY IMPROVEMENTS FROM FARM RD 60 TO RT 160	GREENE	MODOT	GR1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$16,000.00	\$208,800.00	Z240 Z530	9/4/2018 10/24/2017	\$188,881.55 \$20,000.00	\$0.00 \$0.00	\$0.00
S601091	J8S3074	RT CC, CHRISTIAN CO; PVMT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM 0.5 MI E/O RTE 160 TO RTE 65	CHRISTIAN	MODOT	CC1701	2017-2020, 2018-2021	2017, 2018	\$459,200.00	\$0.00	Z231	1/8/2018	(\$170,158.17)	\$593,634.59	\$0.00
S601092	J8S3075	RT M, CHRISTIAN CO; PVMT IMPROVEMENTS FROM RTE 14 TO BUTTERFIELD RD IN NIXA	CHRISTIAN	MODOT	NX1703	2017-2020, 2018-2021	2017, 2018	\$189,600.00	\$0.00	Z231	1/8/2018	(\$45,700.01)	\$178,088.15	\$57,211.86
S601099	J8I3098	RT B, GREENE CO, SAFETY IMPROVEMENTS AT I-44 & RT MM	GREENE	MODOT	GR1706	2017-2020, 2018-2021	2017, 2018	\$416,800.00	\$0.00	Z530 Z240	5/21/2018 2/28/2018	\$378,964.66 \$0.00	\$0.00 \$0.00	\$11,435.34
S602001	J8P0601C	US 160, GREENE CO, ROADWAY IMPROVE FROM .3 MI W OF RT AB TO CO RD 94 IN WILLARD	GREENE	MODOT	WI1801	2018-2021, 2019-2022	2018, 2019	\$508,800.00	\$6,364,800.00	Z232	10/24/2017	\$512,800.00	\$0.00	\$6,360,800.00
S602003	J8P3111	RP US 65 N TO IS 44W, GREENE CO, PREVENTIVE MAINTENANCE ON RT 65 NB BRIDGES TO WB I-44 & WB RT 60	GREENE	MODOT	SP1804	2018-2021	2018	\$620,000.00	\$0.00	Z001	3/8/2018 11/28/2017 10/23/2017	\$73,532.02 \$281,282.45 \$65,700.00	\$0.00	\$199,485.53
S602006	J8S3061	LP 44, GREENE CO, PAVE IMPROVE ON DISCONNECTED SECTIONS OF GLENSTONE AVE FROM I-44 TO LOMBARD ST IN SPRINGFIELD	GREENE	MODOT	MO1616	2015-2018 A8, 2017-2020, 2018-2021	2016, 2017, 2018	\$3,248,800.00	\$0.00	Z001 Z530	7/28/2018 4/23/2018 2/5/2018 11/7/2017 10/24/2017 4/23/2018 2/5/2018	\$1,943,988.94 (\$141,600.00) \$0.00 \$80,000.00 \$213,600.00 (\$7,425.50) \$19,455.00	\$0.00 \$0.00	\$1,140,781.56
S602027	J8P3087C	CST CAMPBELL AVE, GREENE CO, REVIEW OF DESIGN FOR INTERSECTION IMPROVE AT REPUBLIC RD IN SPRINGFIELD	GREENE	SPRINGFIELD	SP1818	2018-2021 A4, 2019-2022	2018, 2019	\$1,208,000.00	\$2,084,000.00	Z001	4/16/2018	\$8,000.00	\$0.00	\$3,284,000.00
S602048	J8S3082	GREENE CO, RT YY, PAVE RESURFACING, ADD SHOULDERS & RUMBLESTRIPES FROM .2 MI E OF RT 65 TO RT 125	GREENE	MODOT	GR1704	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	\$3,200.00	\$641,600.00	Z240 Z530	9/4/2018 7/15/2018 9/4/2018	\$431,859.85 \$0.00 \$254,312.19	\$0.00 \$0.00	\$0.00
S602049	J8S3085	GREENE CO, OR 65, PAVEMENT RESURFACING & GUARDRAIL IMPROVE ON DISCONNECTED SECTIONS OF EASTGATE AVE FROM DIVISION ST (RT YY) TO SUNSHINE ST (RT D) & ON INGRAM MILL RD FROM CATALPA ST TO SUNSHINE ST	GREENE	MODOT	SP1707	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$4,800.00	\$445,600.00	Z240 Z530	9/4/2018 7/15/2018 9/4/2018	\$223,791.16 \$8,000.00 \$213,846.87	\$0.00 \$0.00	\$4,761.97
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022	2018, 2019, 2020	\$1,600.00	\$604,800.00	Z001	7/15/2018	\$10,400.00	\$0.00	\$596,000.00
S602051	J8S3124	GREENE CO, RT EE, PAVEMENT RESURFACING FROM FARM RD 97 TO RT AB	GREENE	MODOT	GR1805	2018-2021, 2019-2022	208, 2019	\$6,400.00	\$53,600.00	Z240	7/15/2018	\$0.00	\$0.00	\$60,000.00
MO90X324	N/A	5307 OTHER CAPITAL ITEMS, OPERATING ASSISTANCE, BUS SUPPORT EQUIPMENT AND FACILITIES, OTHER CAPITAL ITEMS, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU1805 CU1801 CU1800 CU1804	2018-2021 2018-2021 2018-2021 2018-2021	2018 2018 2018 2018	\$26,357.00 \$760,000.00 \$1,608,743.00 \$240,550.00	\$0.00 \$0.00 \$0.00 \$0.00	CAPITAL MAINT OPERATING PLANNING	6/11/2018 6/11/2018 6/11/2018 6/11/2018	\$16,000.00 \$760,000.00 \$1,575,094.00 \$240,550.00	\$0.00 \$0.00 \$0.00 \$0.00	\$10,357.00 \$0.00 \$33,649.00 \$0.00
MO340024	N/A	CAPITAL REPLACEMENT PURCHASE OF TWO, 35-FOOT LOW FLOOR FIXED ROUTE BUSES	GREENE	CITY UTILITIES	CU2006	2018-2021, 2019-2022	2020	\$0.00	\$651,208.00	CAPITAL	7/31/2018 7/31/2018 7/31/2018 7/31/2018 7/31/2018	\$40,000.00 \$50,000.00 \$50,000.00 \$50,000.00 \$239,129.00	\$0.00	\$0.00

*Note: (AC) indicates Advanced Construction, which means MoDOT funds the project during the initial completion and then requests reimbursement with federal funds at a projected later date.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Ozarks Transportation Organization

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Springfield, Missouri 65807
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.F.

Federal Funds Balance Report – September 30, 2018

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Funds Balance Report, ending September 30, 2018, will be available at the meeting for member review.

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited). The region also has some remaining funds from the Small Urban and BRM (On-System Bridge) program.

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2019.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.G.

2017 State of Transportation Report

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

AGENDA DESCRIPTION:

As another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2017. This report will be produced annually and will be made available at public events and on the OTO website.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

2017 STATE OF TRANSPORTATION

FOR JANUARY 1 TO DECEMBER 31, 2017

OZARKS TRANSPORTATION ORGANIZATION



ROUTE 65: THE REBUILD

Winner of America's Transportation Award for
Quality of Life/Community Development

Small Category

July to September 2017



AMERICA'S transportation awards





**SARA
FIELDS**
EXECUTIVE DIRECTOR

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A note...

FROM EXECUTIVE DIRECTOR SARA FIELDS

The Ozarks Transportation Organization region has a lot to celebrate. The Springfield-Branson National Airport has seen record passenger growth. Ozark Greenways was recognized for making an outstanding contribution to parks and recreation by the Missouri Parks and Recreation Association. Area roads are in good condition and Ozone levels are at their lowest.

We also have a lot of work to do. The improving economy, with record employment, has led to over 181,000 jobs in the region and increased travel to work. The evening commute is getting slower. The number of crashes is still high. Thirty traffic-related fatalities are thirty too many. State and federal fuel taxes continue to be eroded by inflation and there is not enough revenue to combat increasing congestion.

We at the OTO recognize these challenges, and while we applaud our region's achievements, we continue to work behind the scenes to support an excellent transportation system.

Stay safe,
Sara J. Fields, AICP



The Springfield-Branson National Airport had another record year in 2017, with 993,129 total passengers. Enplanements were up over 7 percent for the 2017 Fiscal Year over 2016. Airlines increased the number of plane seats for sale in this market by more than 31,000.

Freight moves through the OTO region by air, rail, and truck. According to the Springfield Chamber website, more than 40 trucking terminals are located in Springfield and the region is accessible to either coast within 2 days by truck and 5 days by rail. One key project that was underway for most of 2017 and wrapped up in Spring 2018 is the Chestnut Expressway Railroad Bridge. This \$14.8 million project separates Chestnut Expressway, raising it over the BNSF railroad. This project not only reduces conflicts at the railroad crossing, it reduces train related congestion on Chestnut Expressway and US 65.

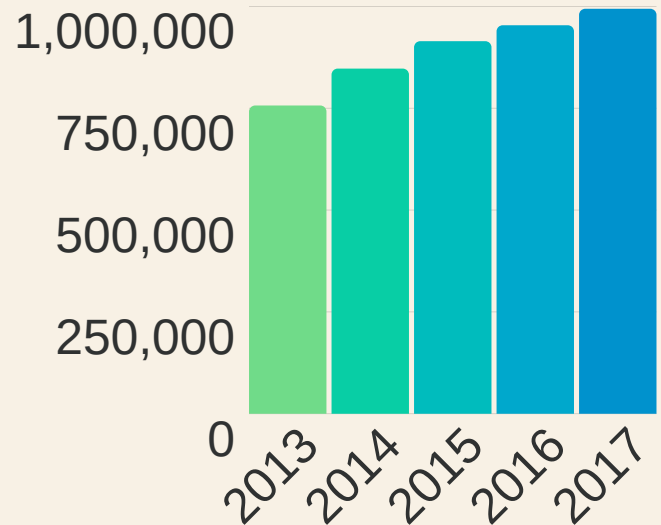
AIR & LAND

Springfield-Branson National Airport

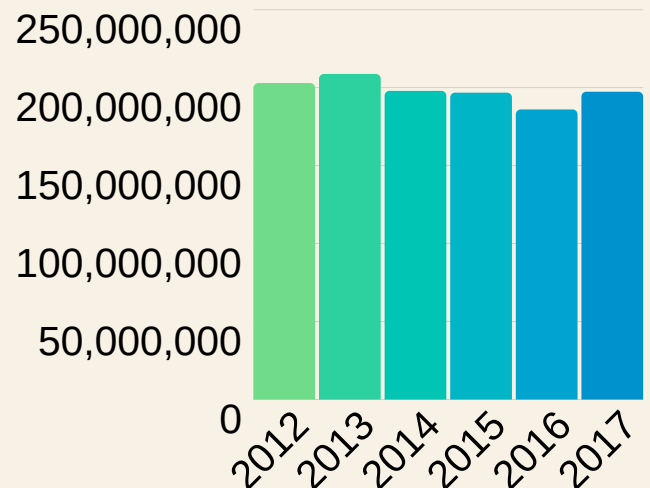
Non-Stop Destinations

Atlanta
 Charlotte
 Chicago
 Dallas
 Denver
 Destin/Ft. Walton
 Beach
 Houston
 Las Vegas
 Los Angeles
 Orlando
 Phoenix
 Punta Gorda/Ft. Myers
 Tampa/St. Petersburg

Total Passengers



Springfield-Branson National Airport Landed Cargo Weights





Commute Times

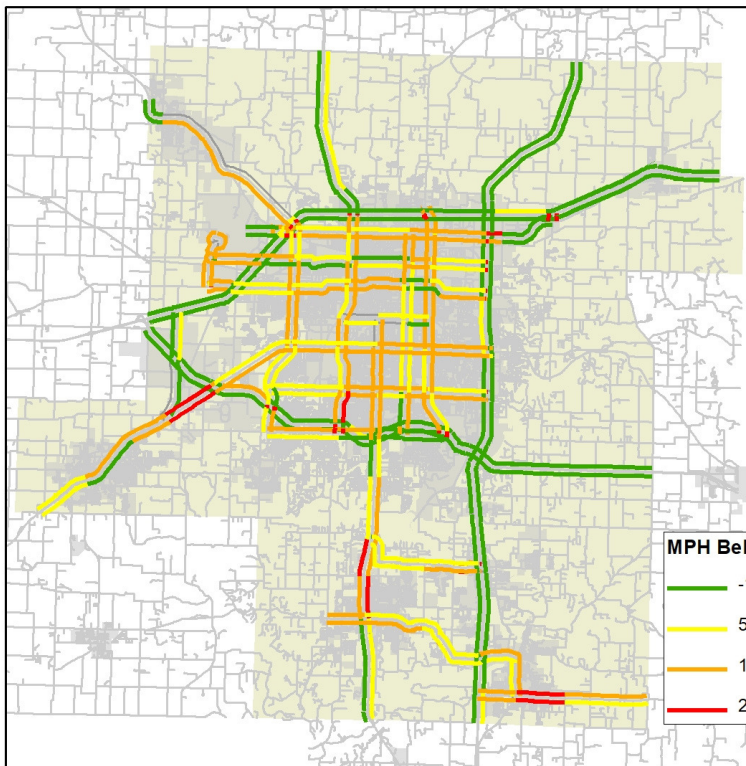
Battlefield	22.5 mins
Fremont Hills	23.1 mins
Nixa	24.7 mins
Ozark	24.4 mins
Republic	22.4 mins
Springfield	17.5 mins
Strafford	22.5 mins
Willard	24.1 mins
Average OTO Cities	22.7 mins

Drivers in the OTO region are driving more, as seen with the increased Daily Vehicle Miles Traveled per Capita, however, the average commute time for cities in the area is holding fairly steady at 22.7 minutes.

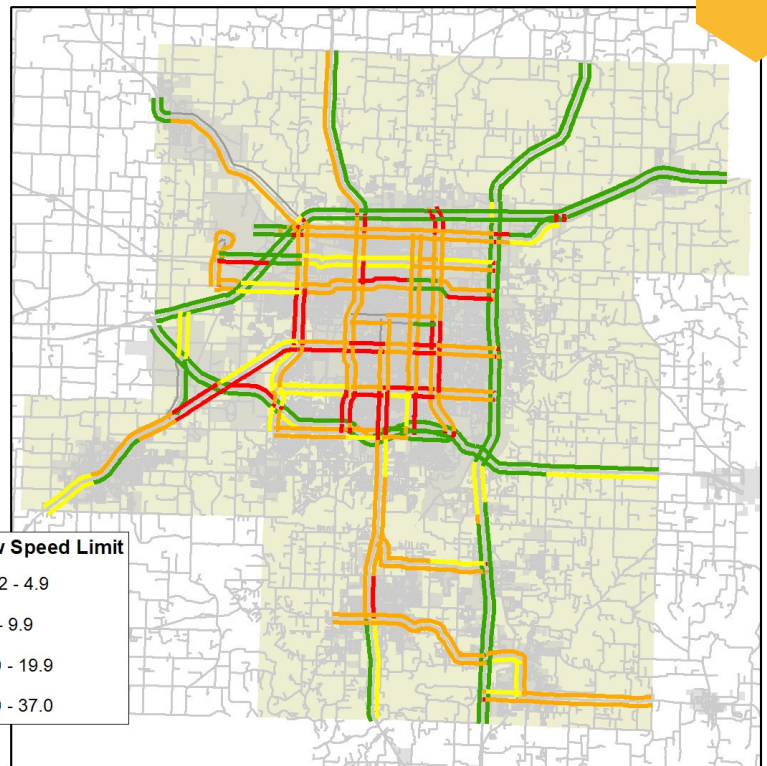
One of OTO's goals is to reduce the percent of roadways significantly delayed. While the AM peak has consistently stayed below 10 percent, the PM peak is steadily increasing toward 20 percent, which is the maximum desired. OTO, in partnership with MoDOT and the City of Springfield, has monitored travel speeds with real-time traffic sensors since 2016. In the last year, the percentage of roadways during the PM peak with speeds 20 miles per hour below the limit increased from 17 percent to 19 percent. OTO continues to monitor these speeds to understand how projects are impacting commuting.

GROUNDED

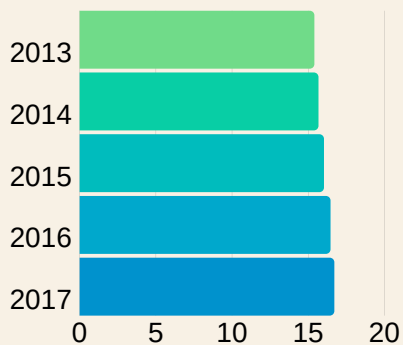
AM Commute



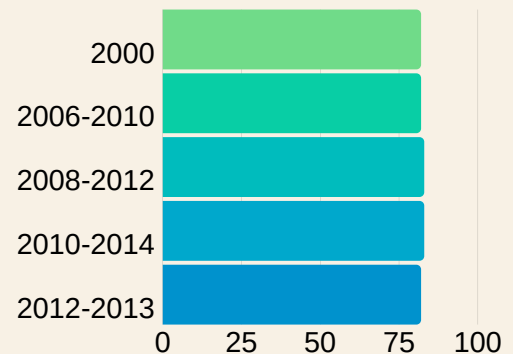
PM Commute



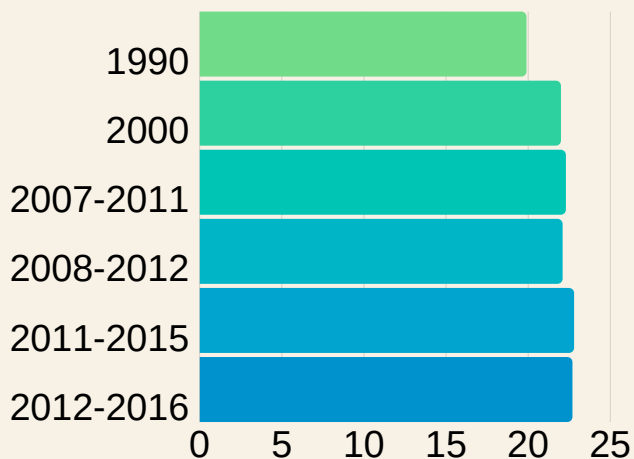
Daily Vehicle Miles Traveled/Capita



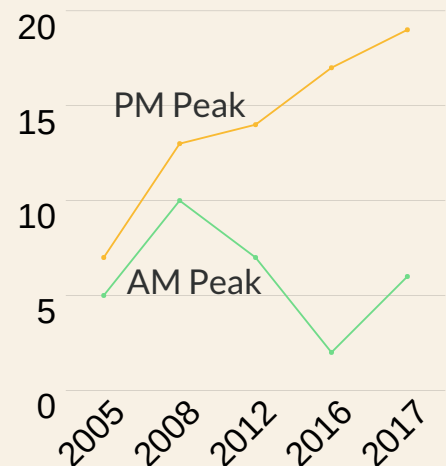
Percent "Drove Alone" to Work



Average OTO Commute Time in Minutes



Percent Roadways Significantly Delayed





Where is Mr. Walker?

Park Central Square
Commercial Street
Grand Street
Grant and Sunset
South Jefferson
Campbell Ave. Pedestrian Bridge
Pythian and Patterson
Walnut Lawn
National and Trafficway

In 2017, MoDOT issued a new challenge to Missouri residents and businesses, Buckle Up-Phone Down. In 2016, there were 947 fatalities on Missouri roadways, 97 of which were due to distracted driving. In 2017, there were 932 fatalities, with 79 due to distracted driving.



In the OTO area, the Disabling Injury and Fatal Crash rate has been creeping upward, but in 2017, the number of fatalities did decrease.

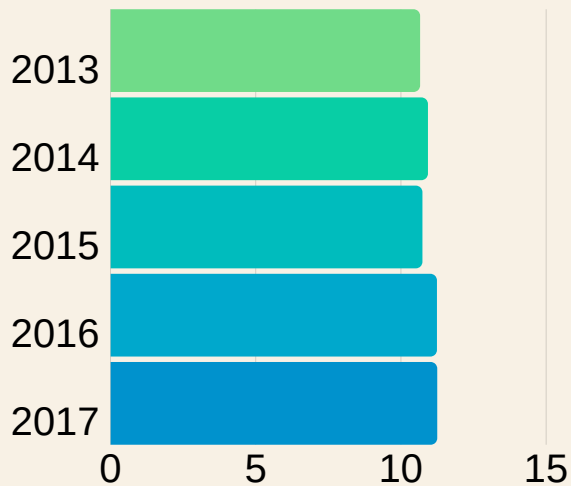
Mr. Walker



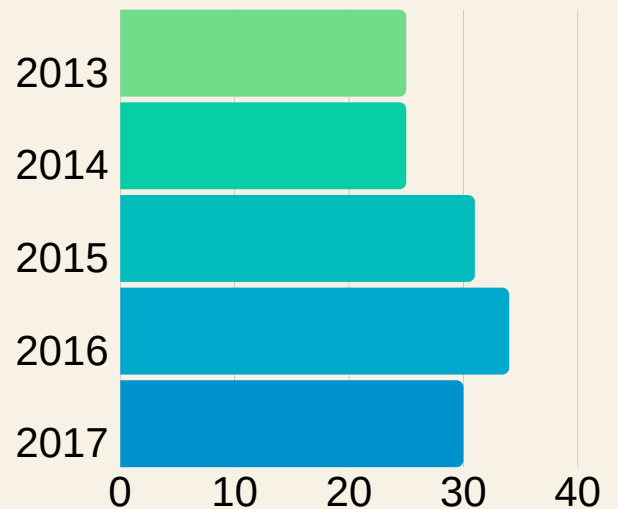
To help combat pedestrian crashes, the City of Springfield has developed a program called SGF Yields with a neon green mascot called Mr. Walker, who is meant to bring attention to pedestrians, especially at cross walks.

BUCKLE UP

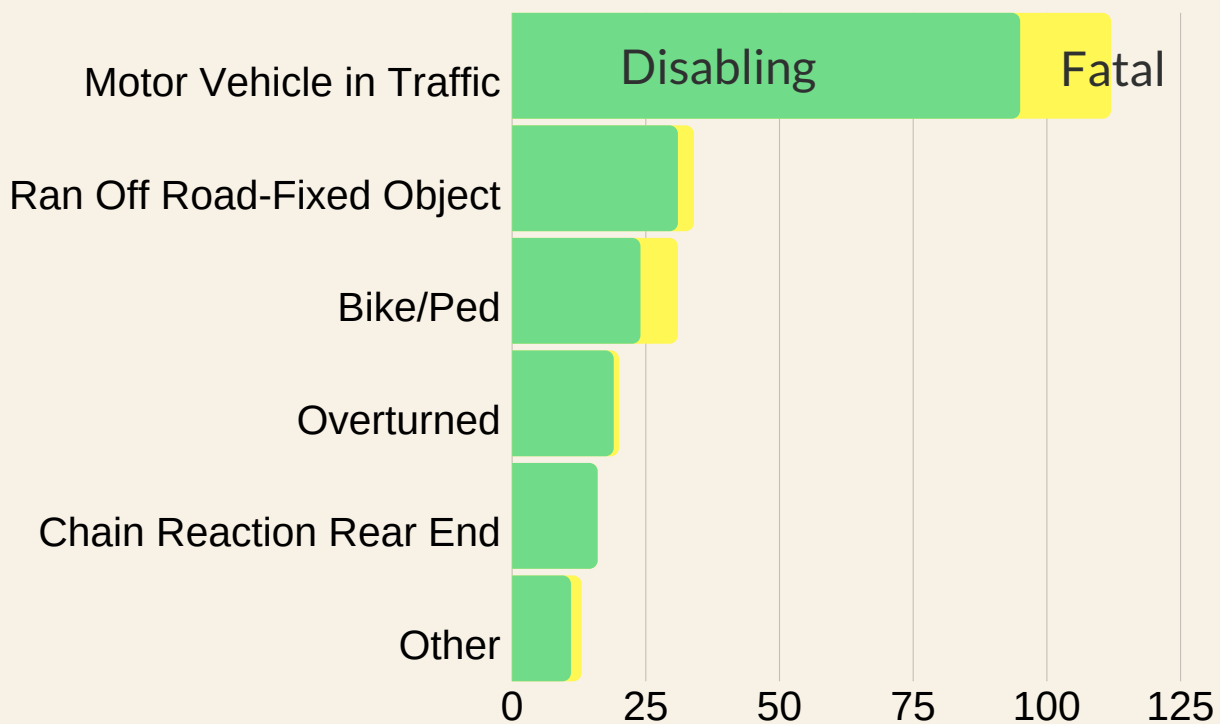
Disabling and Fatal Crash Rate



Number Fatal Crashes



2017 Disabling and Fatal Crash Types





OZARK GREENWAYS

Ozark Greenways received the Citation Award from the Missouri Parks and Recreation Association

SPRINGFIELD

Springfield's Bicycle Friendly Community - Bronze Level Reaffirmed

The OTO region continues to increase the availability of bicycle and pedestrian facilities throughout the region, however, there were no significant changes made to the transit system in 2017.

Trail Construction during 2017:

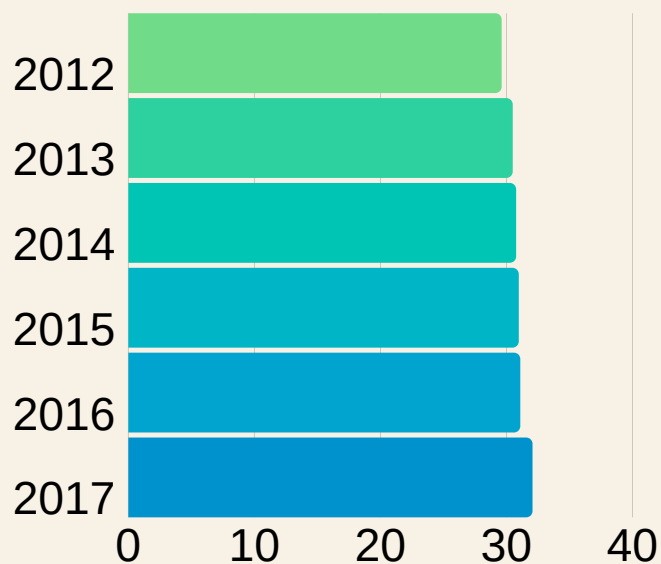
- 0.03 miles of new Fasnicht Trail from Jefferson to Bennett
- 0.88 miles of new Trail of Honor from Southwood Boat Ramp to Lake Springfield
- Restrooms at Willard Trailhead
- 0.10 miles of new North Jordan Creek Trail through OTC Campus
- 0.38 miles of new Ward Branch Trail through CU Twin Oaks Substation
- 0.09 miles of new Fulbright Spring Trail east from Farm Road 141
- 0.71 miles of new Hwy 174 Trail in Republic

Sidewalk and Bike Route Construction during 2017:

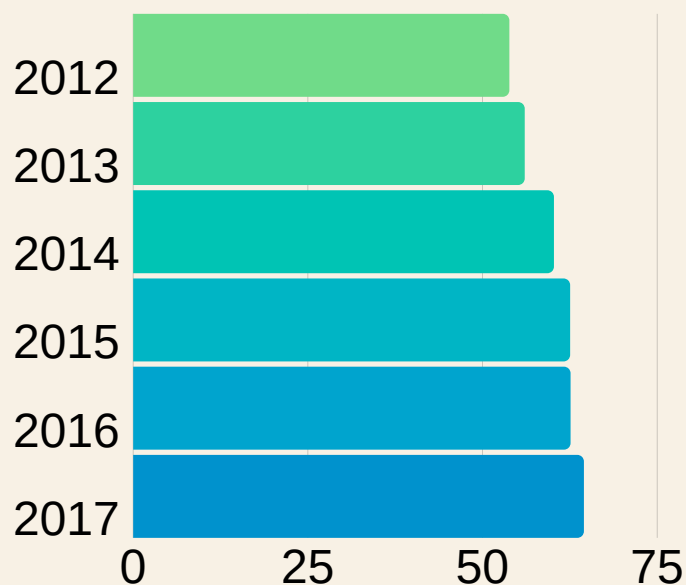
- Springfield constructed nearly 4 miles of sidewalk, including a 1/3-mile of Route 66 streetscape
- Springfield signed and marked 7.15 street miles of bike route
- MoDOT performed ADA improvements at various locations along Kearney and Kansas
- City of Strafford and Strafford Schools partnered to construct 0.30 miles of sidewalk in the downtown
- Ozark completed three projects - the Hartley Road, McGuffey Park, and Finley River Park Connections

CHOICES

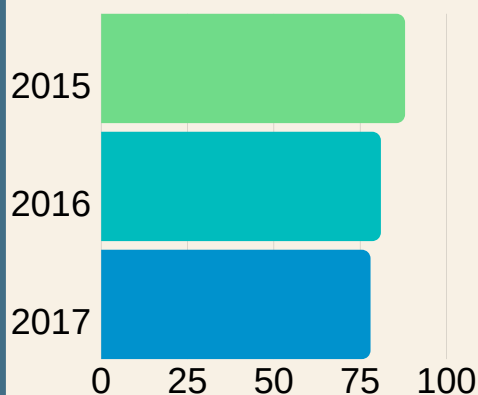
Percent Roadway with Sidewalks



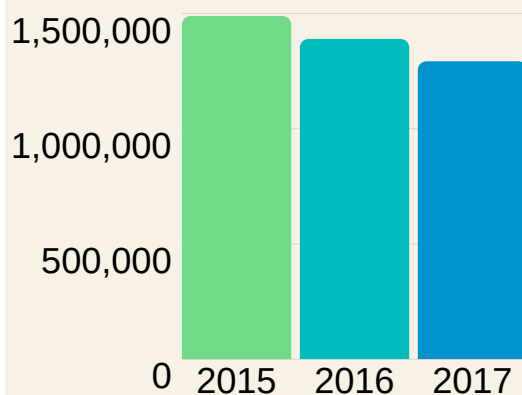
Miles of Greenway



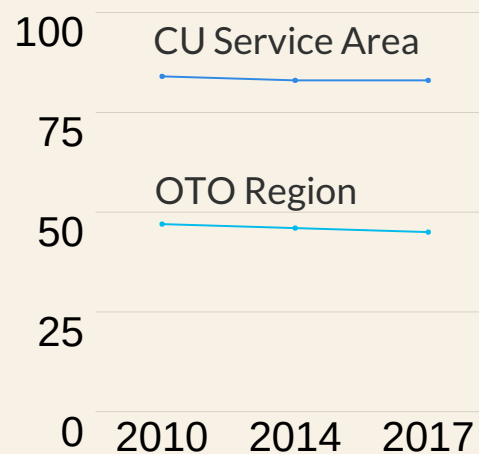
CU Transit On-Time Performance



CU Transit Revenue Bus Passengers



Percent Households near Transit





League of American Bicyclists - Five E's

Engineering
Education
Encouragement
Enforcement
Evaluation & Planning

The Five E's used by the League of American Bicyclists doesn't apply only to bicycling. There are many activities taking place around the region that improve bicycling confidence and create a walking and biking culture.

Bike to Work Week and the Move Your Shoes Challenge are two major annual events that celebrate getting out and moving.

In 2017, Bike to Work Week had 150 participants who tracked 649 trips. A month long walking event, the Move Your Shoes Challenge had 1,361 participants who tracked 154,873 miles.



Photo courtesy of Ozark Greenways



ACTION

2017 Education Activities

- Two 12-hour training sessions for Public Right-of-Way Accessibility Guidelines with 66 attendees
- Thirty 4th through 6th grade students at Phelps School for the Gifted received bicycle education
- SPS Summer School included a Bikeology class with 12 students
- Bicycle Traffic Skills classes included a total of 8 students
- Pedestrian Safety Class was provided to four classes at Fremont School
- The Walk this Way program provided safety instruction to 6 classes at Sherwood
- Let's Go Smart Committee provided 6 articles for Ozarks Living Magazine

New Website for Let's Go Smart

Let's Go Smart is a product of Ozark Greenways, with support from the Healthy Living Alliance, City of Springfield, City Utilities, the Ozarks Transportation Organization, and MoDOT. Let's Go Smart is designed to encourage wiser transportation choices.

In 2017, OTO worked with Ozark Greenways and the Let's Go Smart Committee to develop a new look for <http://www.letsgosmart.org>. This site is available for all community initiatives that encourage better transportation.





Missouri by the Numbers

46th in Revenue per Mile

7th Largest Highway System

33,856 miles

6th in Number of Bridges

10,403 state-owned bridges

17-cent fuel tax

Last raised in 1996

97,000 miles locally-owned roads

14,000 locally-owned bridges

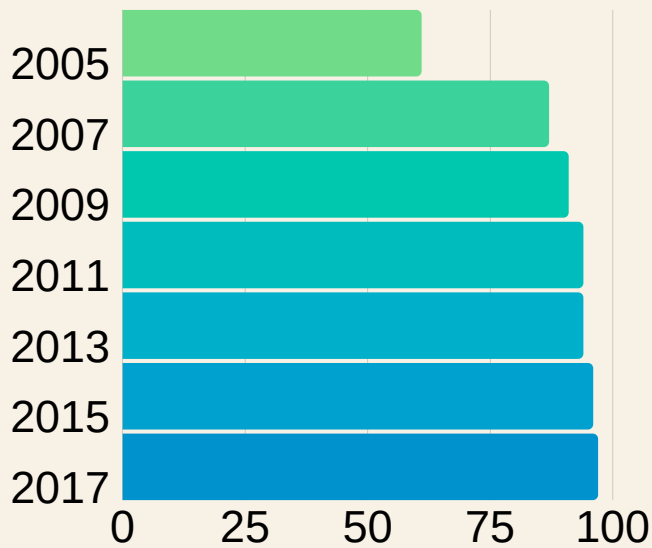
MoDOT and OTO's jurisdictions strive to keep the existing transportation system in its current condition, or better, when possible. This requires significant investment from the funding available to the region.

Fortunately, the major roads in the OTO region are generally in good condition, and while OTO does not have many bridges in poor condition, nearly half are in fair condition. MoDOT maintains an asset management plan, which directs investment to taking care of the system before funding can be spent on other priorities. Keeping the transportation system in good condition reduces wear and tear for roadway users.

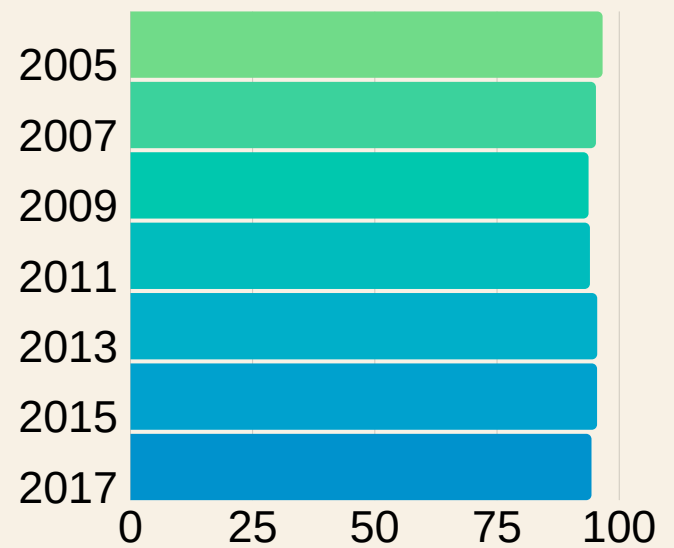
Excellent air quality is also a sign of a quality transportation system. OTO has partnered with the Ozarks Clean Air Alliance since the region risked non-attainment in 2007. Now the region has some of the best air quality in Missouri.

MAINTAIN

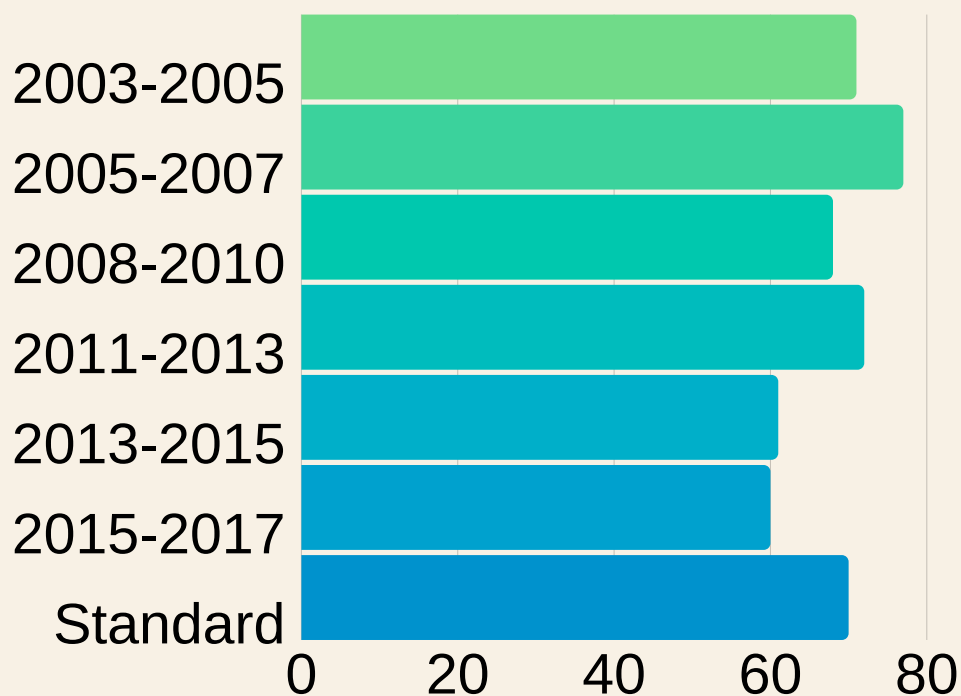
Percent Major Roads in Good Condition



Percent Bridges in Fair+ Condition



Ozone Levels





Funding Sources

17-cent/gallon State Gasoline Tax

17-cent/gallon State Diesel Tax

9-cent/gallon State Aviation Tax

4.225 State Sales Tax on Vehicles

Vehicle and Driver's Licensing Fees

The fuel tax in Missouri has not increased since 1996. The 17 cents collected per gallon has the purchasing power of 8 cents today, while transportation needs continue to increase.

Through 2040, unfunded identified transportation needs total over \$318 million. Transportation Alternatives funding available directly to the region has been reduced while MoDOT focuses on ADA improvements. Funding dedicated to on-system bridge improvements has also ceased. Thus, suballocated funding to the region has fluctuated. Asset management needs also take priority, limiting the funding available to address congestion needs. In spite of these unknowns, OTO has continued to prepare for the advent of more funding through corridor studies, scoping projects, and a regional trail investment study.

RESOURCES

How OTO Selects Projects

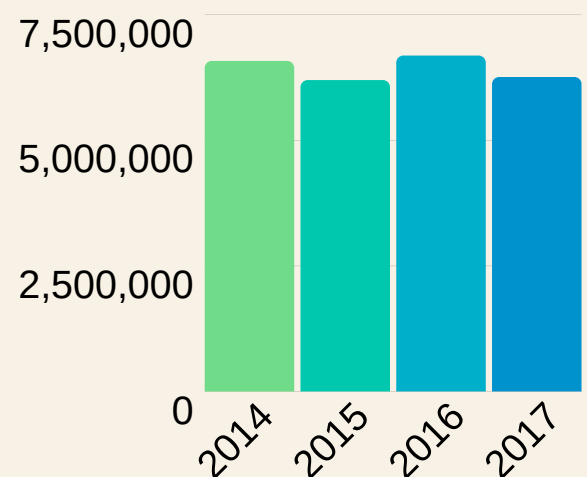
Annually, the OTO provides MoDOT with priorities for the state system. Using public input, the [Priority Projects of Regional Significance](#), and the long range transportation plan, Transportation Plan 2040, OTO scores and ranks area needs. After reviewing funding availability and maintenance needs, MoDOT selects projects from the list for the Statewide Transportation Improvement Program (STIP). Readiness and costs can influence when and if a project is included. Cost sharing has allowed OTO and its members to add even more projects to the STIP.

OTO receives input year round through [GiveUsYourInput.org](#), where the public can view press releases, public comment items, and make general comments on any transportation concerns. This input is shared at each OTO Board of Directors meeting.

2018 Selected Priorities

- Operational and Safety Improvements
- Interchange Improvements at Route 60 and Route 125
- Scoping for James River Freeway Capacity Improvements
- Scoping for Interstate Designation on Freeways
- Scoping for Safety and Operational Improvements on Glenstone
- Scoping for Safety and Operational Improvements on Sunshine
- US 60 Improvements - Glenstone to 65

Suballocated Federal Funding to the OTO Region





In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) outlined a performance based planning process for the use of surface transportation funding. While OTO had already included 11 performance measures in the long range transportation plan (see next page), MAP-21 identified national goals and prescribed a process for developing performance targets based on those goals. MoDOT and fellow planning partners have worked within this framework to adopt statewide performance targets. OTO, as well as the other MPOs in the state, can choose to support the statewide targets or develop local targets.

In 2017, OTO chose to support both the statewide transit asset management and statewide safety targets. In 2018, OTO will have an opportunity to address these again, as well as set targets for pavement and bridge condition and system performance.

ON TARGET

At a Glance:



Improving



Declining



No Change

Performance Measure	Target	2017 vs. 2016
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes.	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	



OZARKS TRANSPORTATION ORGANIZATION

As the region's Metropolitan Planning Organization, the Ozarks Transportation Organization is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

MPOs are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

Staff from local governments and area transportation agencies serve on OTO's Technical Planning Committee (TPC) which provides technical review, comments, and recommendations on draft MPO plans, programs, studies, and issues.





OZARKS TRANSPORTATION ORGANIZATION

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

Ozarks Transportation Organization

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TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.H.

Calendar Year 2019 Action Items

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

AGENDA DESCRIPTION:

In 2014, the OTO worked to develop a mission statement with and goals objectives as part of a strategic planning effort. Each year, the Executive Director and the Executive Committee work to develop action items to further the mission and goals of the organization. Implementation of these action items are reviewed annually, which ensures staff accountability to furthering the mission of the OTO. The proposed action items for calendar years 2019 are included for approval.

The proposed action items are developed from several different OTO plans. These plans include *Transportation 2040*, the Traffic Incident Management Plan, the Bicycle and Pedestrian Plan, as well as other community initiatives as needed.

EXECUTIVE COMMITTEE ACTION TAKEN:

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend the Board of Directors accept the Action Items for Calendar Year 2019.”

OR

“Move to recommend the Board of Directors accept the Action Items for Calendar Year 2019 with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CALENDAR YEAR 2019 Action Items

Mission:

To provide a forum for cooperative decision making in support of an excellent regional transportation system

Action 1: Increased Involvement and Organizational Identification

Redesign website merging ozarkstransportation.org and giveusyouinput.org

Continued Activity in non-government groups

Continue to use social media to engage a transportation dialogue

Action 2: Increase Legislative Education

Adopt legislative priorities that are consistent with other local agency priorities

Support legislative member education through visits to Jefferson City, letter writing and meetings with legislators

Conduct a legislative event to educate legislators in transportation issues

Action 3: Continued Education of OTO Staff, Boards and Committees

Continue professional development of staff through education

Educate board and committees through outside speakers

Action 4: Implement Long and Short Range Plans

Review and Update the Priority Projects of Regional Significance

Continue to work with the Traffic Incident Management Committee, the Bicycle and Pedestrian Committee the Local Coordinating Board for Transit and other committees to implement plans

Update the Travel Demand Model to reflect current conditions

Action 5: Monitor transportation system performance

Complete an annual transportation report card

Establish and Monitor National Transportation Performance Measures and Targets

Action 6: Foster Collaboration in the Project Prioritization and Programming Process

Provide additional opportunities for MoDOT to communicate project and programming issues

Seek to provide a baseline understanding of project prioritization criteria

Work to Update Prioritization Criteria for Annual STIP Prioritization

Action 7: Aggressively Seek to Ensure the Timely Expenditure of Federal Funds

Provide a bi-annual federal funds balance report

Monitor reasonable progress to ensure no loss of federal funding

Encourage partnerships to stretch limited resources

Work to ensure all Fast-Act funds are obligated expeditiously

TAB 11

TECHNICAL COMMITTEE AGENDA 11/14/2018; ITEM II.I.

STIP Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO works to develop recommendations for programming in the STIP each year. The process begins in June and typically ends in October with an agreed to list of projects in a priority order. Prior to this process for 2019, Staff would like to go over each of the criteria to gain an understanding of the process used in scoring the projects and to allow time to make improvements

There are seven criteria used in the prioritization of projects. These are included for your review and information. Staff will be highlighting some of the criteria over the next few months.

Criteria 1: Priority Projects of Regional Significance

25 Points are given to projects that appear on the Priority Projects of Regional Significance Map. This map is attached for your information.

Criteria 7. Travel Time

Generally, the travel time data is collected for the morning and evening commutes. From the data, we uniformly select a 'slow' travel time, but not the slowest, as the corridor's travel time. Specifically, we select the 75th percentile travel time. This is a commonly experienced travel time and presents a slow commute.

A combination of travel time data sources are used in the prioritization process. For arterial streets, a system of wifi sensors capture travel time information based on cell phone movements. For freeways, a statewide contractor supplies travel time information from vehicle movements. The travel time information is converted to a travel speed, based on corridor length.

In order to determine the amount of delay experienced along the corridor, the assigned corridor speed is then compared to the posted speed limit, or weighted average speed limit for corridors with more than one posted limit.

20.0 mph or more Below the Speed Limit	= 7 points
10.0 to 19.9 mph Below the Speed Limit	= 5 points
5.0 to 9.9 mph Below the Speed Limit	= 2 points
Above the Speed Limit to 4.9 mph Below	= 0 points

TECHNICAL COMMITTEE ACTION REQUESTED:

The Technical Committee is requested to review the **Priority Projects of Regional Significance** and ask questions and make recommendations as if this is the correct approach.

The Technical Committee is requested to review the Travel Time criteria and make recommendations on how to **improve upon the travel time scoring**.

The Technical Committee is requested to make suggestions at the next meeting regarding **new criteria** to use when ranking projects for staff to research and report on the feasibility.

FY 2020-2024 STIP Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

OTO maintains a map showing the Priority Projects of Regional Significance. Projects along these corridors received the total point value.

2. Safety

2.1. Safety Scores for Project Segments and Intersections

The MoDOT Actual Accident Rate, Fatality Rate, and Injury Rate for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident rates and averages for a 3-year period from 2015 to 2017 were used in rate calculations for 2017 in a SS Segment file provided by the MoDOT Central Office. The actual accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$$\frac{\text{Crashes} * 100,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{AADT}] * [\text{Length}]}$$

The average annual injury and fatality accidents for the three-year period from 2015 to 2017 were used to include fatality and injury crashes with actual accident rates for safety scoring of priorities. Actual Accident rates are calculated by MoDOT for State System Intersections according to the following formula:

$$\frac{\text{Crashes} * 1,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{ENTERING_VOLUME}]}$$

An average actual accident rate by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one for the segment or intersection relative to the average for its type. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. These values were ranked according to the quantile classification method in ArcGIS software. The rates by roadway or approach leg values were classed in to four groups based on percentile rank accordingly:

Quantile Classification Ranks

*The Top 25% = 4
The 50th – 75th % = 3
The 25th – 50th % = 2
The bottom 25% = 1*

The reclassified rank values for Actual Accident and Fatality and Injury accident three-year averages were then added together creating safety scores ranging from 3 to 12. The safety scores were awarded a point value based on their percentile rank using the quantile classification method as before:

<i>Percentile Rank</i>	<i>Safety Score Range Segments</i>	<i>Safety Score Range Intersections</i>	<i>Safety Points Awarded</i>
<i>The Top 25%</i>	<i>9 - 12</i>	<i>7 - 12</i>	<i>15</i>
<i>The 50th – 75th %</i>	<i>7 - 8</i>	<i>6</i>	<i>10</i>
<i>The 25th – 50th %</i>	<i>4 - 6</i>	<i>4 - 5</i>	<i>5</i>
<i>The bottom 25%</i>	<i>3</i>	<i>3</i>	<i>0</i>

2.2. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Future (2040) volume-to-capacity greater than or equal to 0.86 = 5 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2017 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of commercial traffic. This value was subtracted from the AADT value, multiplied by 1.5 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Volume-to-capacity ratios were calculated for opposing directions. A project was awarded points based on the highest directional value intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

4. Environmental Justice

4.1. Environmental Justice Tracts

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority population, Hispanic population, Elderly (ages 65 and over), Low-Income (below poverty level), and Disabled. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates.

If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered an EJ (environmental justice) tract. If a project intersects with one or more EJ Tract categories, it receives points based on the following scale:

Intersecting or adjacent to Tracts with all 5 EJ population groups = 5 points
Intersecting or adjacent to Tracts with 4 EJ population groups = 4 points
Intersecting or adjacent to Tracts with 3 EJ population groups = 3 points
Intersecting or adjacent to Tracts with 2 EJ population groups = 2 points
Intersecting or adjacent to Tracts with 1 EJ population group = 1 points
Intersecting or adjacent to Tracts with 0 EJ population groups = 0 points

5. Multi-Modal

5.1. Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

6. Economic Development

6.1. Improves Access to Major Freight Centers or Corridors or is in the State Freight Plan

Yes = 5

No = 0

Access to Major Freight Centers is defined as along a U.S. Highway or routes that connect one U.S. route to another U.S. route or interstate. If a project met this requirement it received the total point value.

7. Travel Time

7.1. The OTO employs Acyclica wifi sensors to develop travel time analytics at locations along roadways in the OTO area. In addition, the OTO has access to HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS). This data is used to calculate travel time and delay information during peak travel times. Travel times were collected for all weekdays during April and some of May 2018 from 7:00 AM – 9:00 AM and 5:00 PM – 7:00 PM. Travel times along the roadways were converted to miles per hour speed. Speeds were subtracted from the posted speed limit to calculate travel delay in miles per hour. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scale:

20.0 mph or more Below the Speed Limit = 7
10.0 to 19.9 mph Below the Speed Limit = 5
5.0 to 9.9 mph Below the Speed Limit = 2
Above the Speed Limit to 4.9 mph Below = 0



OZARKS
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PRIORITY PROJECTS OF REGIONAL SIGNIFICANCE

As adopted by the Board of Directors 6/15/2017

CAPACITY PROJECTS

U.S. 65 - Capacity Improvements to Hwy 65 from US60 to Route F in Ozark (partially completed)

U.S. 60 - Congestion and access management Improvements from MO174 to James River Freeway and West of Republic

U.S. 60/James River Freeway - Capacity and Safety Improvements to Highway 60/James River Freeway from West Bypass to State Hwy 125

U.S. 160 - Capacity Improvements to Hwy 160/Campbell Avenue from U.S. 60 to State Hwy 14 in Nixa

U.S. 160 - Capacity and Safety Improvements to Highway 160 from I-44 to Jackson Street in Willard (programmed)

Hwy 14 - Capacity Improvements to Hwy 14 through Ozark (including Bus. 65 in Ozark) to future North/South Corridor in Nixa (partially programmed)

Kansas Expy - Extension of Kansas Expy south from Republic Street to Hwy 14

Rte MM - Proposed capacity Improvements to Rte MM from U.S. 60 in Republic to Interstate 44

East/West Arterial - Construction of a new arterial from Farm Rd 141 to U.S. 65

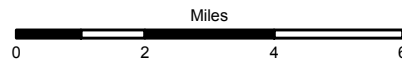
I-44 - Capacity Improvements from Hwy 125 to U.S. 160

TRAFFIC FLOW IMPROVEMENT PROJECTS

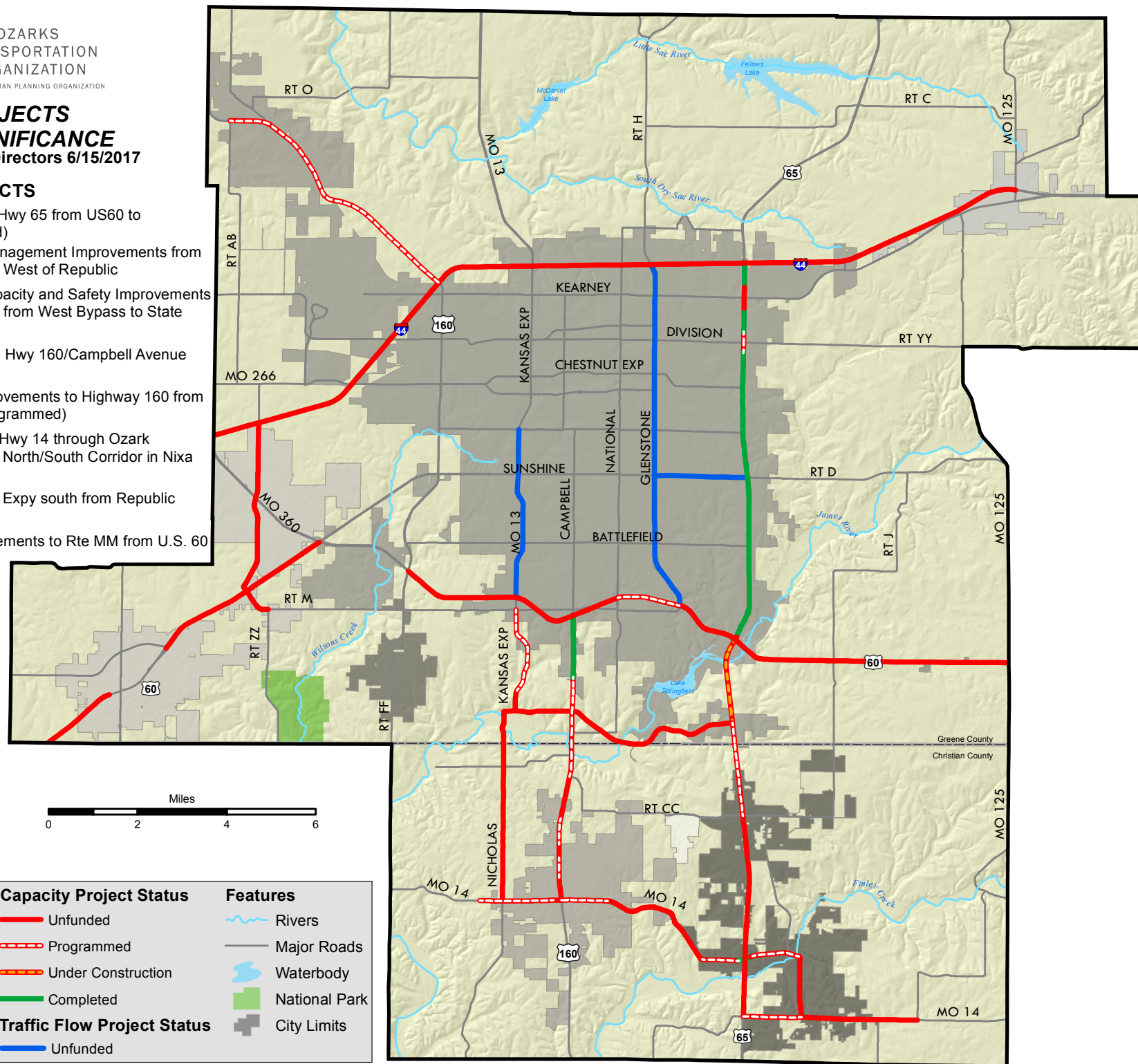
Glenstone - Operational and traffic flow improvements from I-44 to U.S. 60

Kansas Expwy - Operational and traffic flow improvements from U.S. 60 to Grand

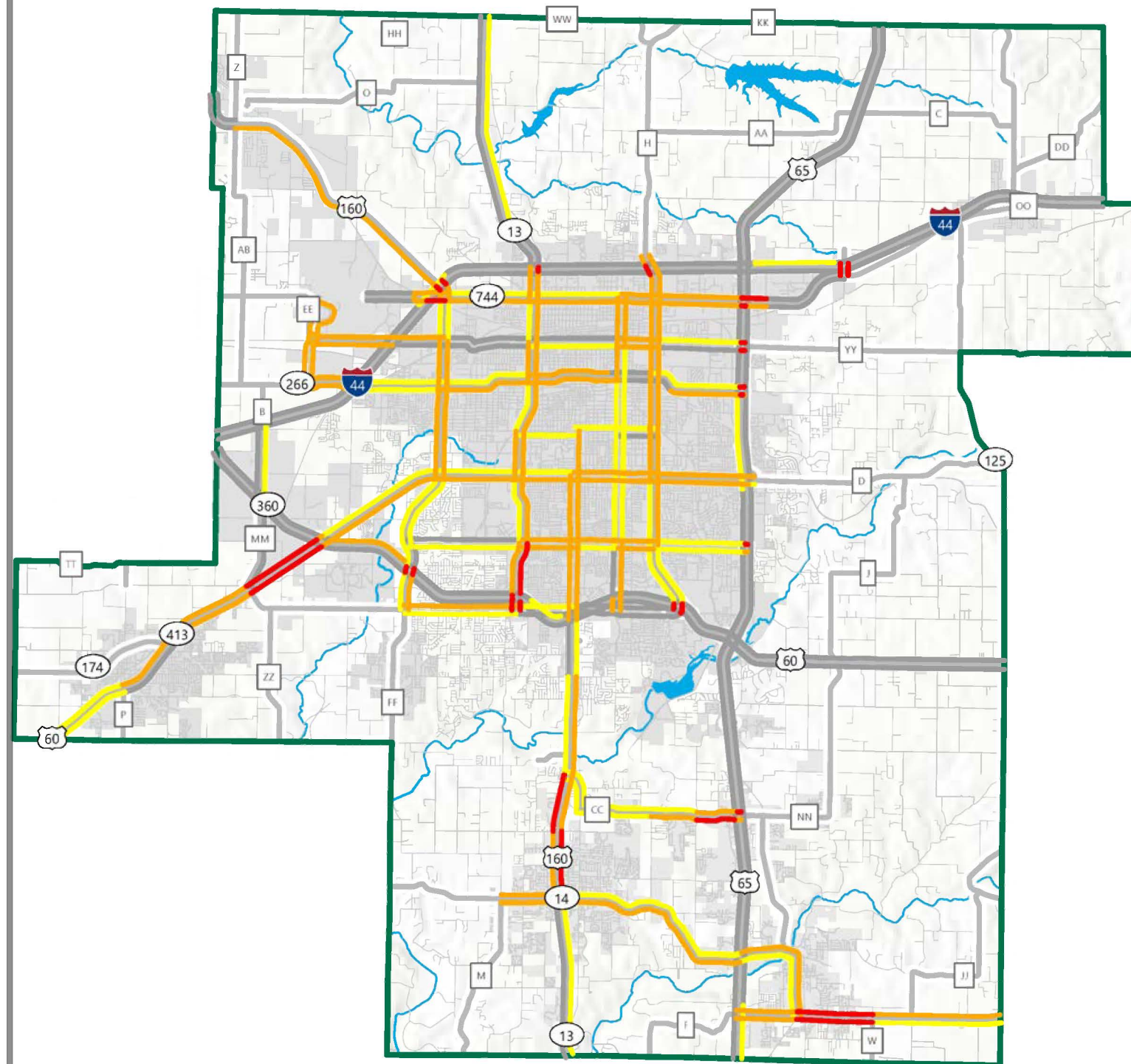
Sunshine - Operational and traffic flow improvements from Glenstone to U.S. 65



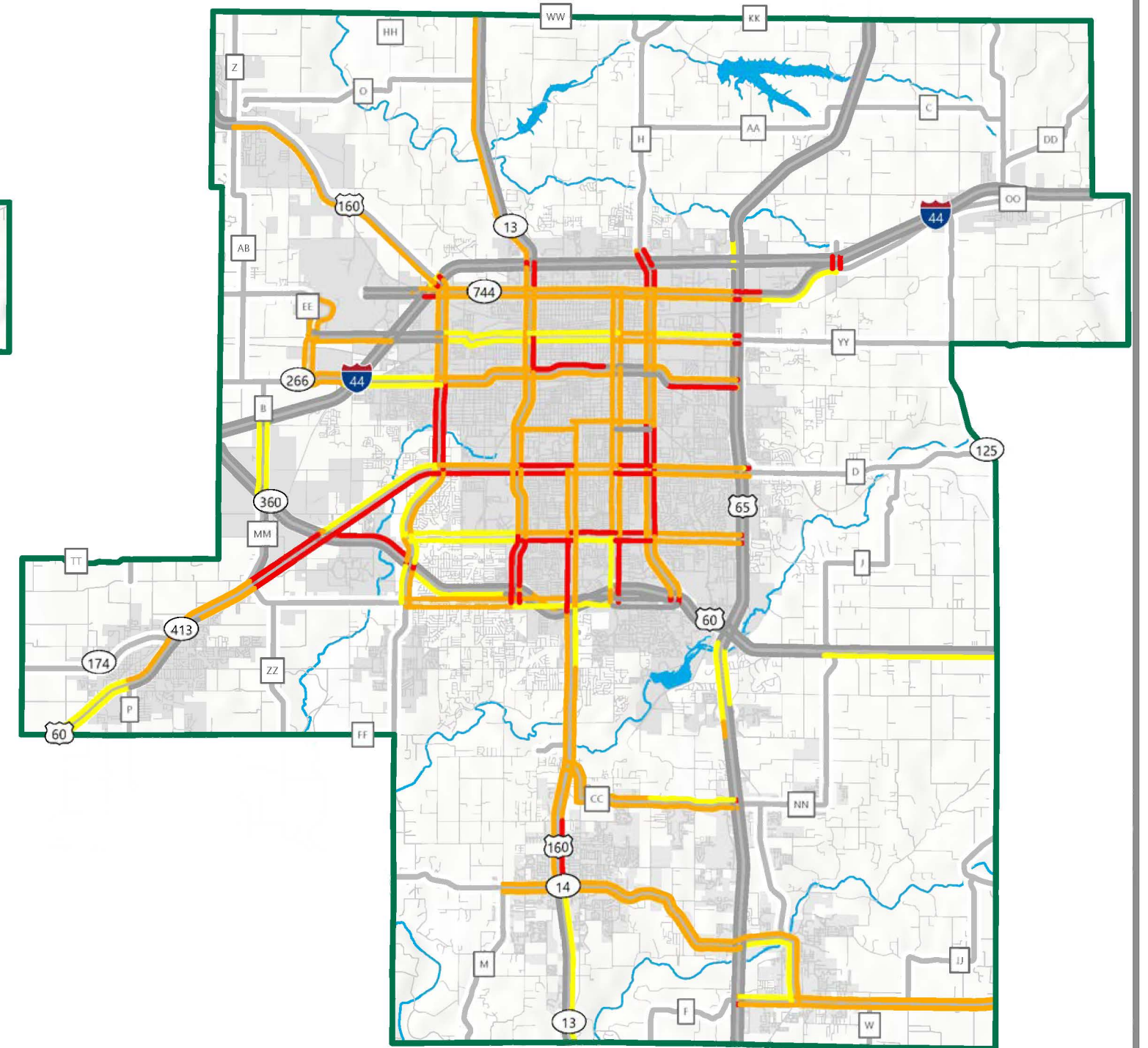
Capacity Project Status	Features
Unfunded	Rivers
Programmed	Major Roads
Under Construction	Waterbody
Completed	National Park
Traffic Flow Project Status	City Limits
Unfunded	



AM Peak Travel Delay April 2018



PM Peak Travel Delay April 2018



Roadway Travel Speed

- > 19.9 mph below the speed limit
- > 9.9 mph and ≤ 19.9 mph below the speed limit
- > 4.9 mph and ≤ 9.9 below the speed limit
- ≤ 4.9 mph below the speed limit

2020-2024 STIP Priority Projects

Priority	Total Points	County	Route	Description	Priority Project	Safety Points	2017 PCE Volume	2040 PCE Volume	Capacity	Current Ratio	Future Ratio	Current VC	Future VC	RR Grade Separati on	EJ	Multi-Modal	Freight	Travel Delay
1	54	Greene	60	Land Use and Operational Study from Rte. M to JRF	25	10	12,662	16,729	15,500	0.817	1.079	0	5	0	1	1	5	7
2	70	Greene	Arterials	Operational and traffic flow improvements within the City of Springfield	25	15	20,076	19,543	17,750	1.027	1.101	7	5	0	5	1	5	7
3	70	Greene	Kansas Expwy	Capacity Improvements from Battlefield to JRF	25	15	20,076	19,543	17,750	1.027	1.101	7	5	0	5	1	5	7
4	66	Greene	60	Capacity improvements National to Kansas	25	15	36,754	33,496	41,250	0.891	0.812	7	5	0	3	1	5	5
5	65	Greene	60	Intersection Improvements at 174	25	15	16,015	15,322	14,650	1.093	1.046	7	5	0	2	1	5	5
6	55	Christian	14	Intersection Improvements at 6th	25	15	6,584	7,500	7,800	0.844	0.962	0	5	0	2	1	0	7
7	64	Greene	I-44	Auxillary Lanes and Bridge Replacement to accommodate expansion	25	15	29,147	31,511	33,000	0.883	0.955	7	5	0	4	1	5	2
8	62	Christian	14	Capacity improvements, 3rd st. to 14th Street	25	15	6,610	4,733	7,100	0.931	0.667	7	5	0	2	1	0	7
9	62	Christian	14	Capacity improvements with sidewalks 14th Street to W	25	15	6,584	5,447	7,100	0.927	0.767	7	5	0	2	1	0	7
10	60	Greene	60/Nat'l	Add 3rd left turn lane on EB and WB off ramps, add main line exit option EB off	25	5	10,782	11,471	10,000	1.078	1.147	7	5	0	5	1	5	7
11	60	Christian	160	Operational and safety improvements from CC to Hwy 14 in Nixa	25	15	11,616	17,342	19,900	0.584	0.871	0	5	0	2	1	5	7
12	60	Greene	60/65	Add 3rd lane to SB65 between ramps to 60	25	15	38,334	30,738	33,000	1.162	0.931	7	5	0	2	1	5	0
13	60	Greene	60	Capacity and safety improvements from Rte. 174 to Rte. M	25	10	16,232	18,467	15,125	1.073	1.221	7	5	0	2	1	5	5
14	60	Christian	14	Intersection Improvements at 3rd & Oak St.	25	15	7,322	11,834	7,100	1.031	1.667	7	5	0	2	1	0	5
15	67	Greene	I-244	Designation of an Interstate Loop on US65 and James River Freeway	25	15	29,147	31,511	33,000	0.883	0.955	7	5	0	4	1	5	5
16	56	Greene	60	Convert to freeway standards from US 65 to 125	25	10	17,104	19,953	18,350	0.932	1.087	7	5	0	1	1	5	2
	55	Christian	14	Sidewalks on 14 from 6th to 14th	25	15	6,610	7,035	7,800	0.847	0.902	0	5	0	2	1	0	7
	54	Greene	60	Capacity and safety improvements from Rte. M to JRF	25	10	12,662	16,729	15,500	0.817	1.079	0	5	0	1	1	5	7
	53	Christian	14	Nicholas to OTO Western Limits	25	15	7,085	7,753	7,800	0.908	0.994	7	5	0	0	1	0	
	53	Christian	14	Capacity and Pedestrian Improvements Cheyenne to 32nd	25	10	7,363	8,290	8,850	0.832	0.937	0	5	0	2	1	5	5
	52	Greene	65	Interchange Improvements at Kearney	25	5	8,947	14,516	15,800	0.566	0.919	0	5	0	4	1	5	7
	51	Greene	60	Capacity improvements Glenstone to National	25	15	31,978	31,634	41,250	0.775	0.767	0	0	0	5	1	5	0
	51	Greene	60	Capacity and safety improvements from Kansas to West Bypass	25	15	20,884	27,472	35,000	0.597	0.785	0	0	0	3	1	5	2
	50	Christian	14	Intersection improvements at 3rd & Church St.	25	5	7,322	11,834	7,800	0.939	1.517	7	5	0	2	1	0	5
	50	Greene	60/65	Extend WB to SB decel ramp and SB to EB accel ramp	25	5	35,810	18,071	33,000	1.085	0.548	7	5	0	2	1	5	0
	48	Christian	14	Intersection Improvements at 32nd	25	10	7,363	8,290	15,800	0.466	0.525	0	0	0	2	1	5	5
	46	Greene	60	Capacity and safety improvements west of Republic (Illinois St to OTO Boundary)	25	0	8,117	8,739	8,450	0.961	1.034	7	5	0	1	1	5	2
	46	Greene	I-44/125	Signalize WB Off-Ramp at 125, extend ramps, close ramps to weigh station	25	10	19,906	31,718	33,000	0.603	0.961	0	5	0	0	1	5	0
	44	Greene	MM	Capacity improvements I-44 to Rte. 360	25	5	4,920	8,463	8,450	0.582	1.002	0	5	0	1	1	5	2
	43	Christian	65	Capacity Improvements from Route 14 to South/F	25	10	24,964	24,587	35,000	0.713	0.702	0	0	0	2	1	5	0
	43	Christian	65	Capacity Improvements, Route CC to 14	25	10	24,347	26,163	33,000	0.738	0.793	0	0	0	2	1	5	0
	43	Christian	14	Capacity and safety improvements from Rte. JJ to Hwy W	25	5	6,584	7,225	7,800	0.844	0.926	0	5	0	2	1	0	5
	42	Greene	MM	Railroad overpass w/o Rte. 60	25	5	4,708	3,795	7,800	0.604	0.487	0	0	5	1	1	5	0
	41	Greene	I-44/160	Add 2nd left turn lane on WB off ramp, extend all ramps	25	5	6,718	7,114	15,000	0.448	0.474	0	0	0	3	1	5	2
	40	Greene	I-44	Capacity improvements from Rte. 360 to West Bypass	25	5	26,624	21,817	35,000	0.761	0.623	0	0	0	2	1	5	2
	39	Greene	65	Evans Road Interchange Improvements	25	10	3,830	2,406	7,100	0.539	0.339	0	0	0	1	1	0	2
	38	Greene	I-44/MM/B	Extend ramps and roundabout ramp terminals	25	5	3,106	3,409	10,000	0.311	0.341	0	0	0	2	1	5	0
	37	Greene	MM	Capacity improvements Rte. 360 to US60	25	5	4,708	3,795	7,800	0.604	0.487	0	0	0	1	1	5	0
	37	Greene	MM	Intersection Improvements at Sawyer	25	5	4,708	3,795	7,800	0.604	0.487	0	0	0	1	1	5	0
	36	Greene	160	Intersection Improvements at West Bypass and FR146	0	15	15,907	18,892	19,900	0.799	0.949	0	5	0	3	1	5	7
	33	Christian	160/CC	CC Extension from Main to 160	0	15	4,954	8,706	7,800	0.635	1.116	0	5	0	2	1	5	5
	33	Christian	CC/22nd	Intersection Improvements	0	15	5,428	11,435	7,100	0.765	1.611	0	5	0	0	1	5	7
	31	Christian	CC	Capacity and Safety Improvements west of 65	0	15	5,428	10,762	7,800	0.696	1.380	0	5	0	0	1	5	5
	25	Christian	160	Capacity and Safety Improvements 14 to OTO southern Limits	0	10	6,005	8,868	7,800	0.770	1.137	0	5	0	2	1	5	2
	23	Greene	AB	Safety Improvements from 160 to EE	0	15	2,245	6,294	6,500	0.345	0.968	0	5	0	2	1	0	
	21	Greene	125	Intersection Improvements at OO	0	15	4,498	5,090	7,100	0.634	0.717	0	0	0	0	1	5	
	19	Greene	FF	Intersection improvements at Weaver Rd	0	10	5,624	7,235	7,100	0.792	1.019	0	5	0	3	1	0	
	18	Christian	NN	Capacity and Safety Improvements east of J/NN	0	10	4,888	7,258	7,800	0.627	0.931	0	5	0	2	1	0	
	17	Greene	ZZ	Roundabout at FR 182	0	15	4,040	4,724	6,500	0.622	0.727	0	0	0	1	1	0	
	13	Christian	J	Capacity and Safety Improvements east of 65	0	10	7,238	7,458	9,750	0.742	0.765	0	0	0	2	1	0	
	13	Greene	P	Capacity and Safety Improvements US 60 to Miller	0	5	4,108	6,854	7,100	0.579	0.965	0	5	0	2	1	0	
	11	Greene	OO	Intersection Improvements at Washington	0	10	4,527	5,815	7,100	0.638	0.819	0	0	0	0	1	0	
	11	Greene	125	Intersection Improvements at FR 84	0	10	1,468	2,607	6,500	0.226	0.401	0	0	0	0	1	0	
	18	Christian	NN/Pheasant Rd	Intersection improvements	0	15	1,940	4,706	7,800	0.249	0.603	0	0	0	2	1	0	
	13	Christian	NN	Capacity and safety improvements Pheasant to Melton	0	10	1,940	4,309	7,800	0.249	0.552	0	0	0	2	1	0	
	13	Christian	NN	Capacity and safety improvements J to Sunset	0	5	4,888	5,280	7,800	0.627	0.677	0	5	0	2	1	0	
	13	Christian	NN	Capacity and safety improvements Sunset to Weaver	0	5	4,860	7,284	7,800	0.623	0.934	0	5	0	2	1	0	
	13	Christian	NN	Capacity and safety improvements Weaver to 14	0	5	4,968	7,272	7,800	0.637	0.932	0	5	0	2	1	0	
		Greene	413	Land Use and Operational Study from JRF to West Bypass	0													
		Chr/Gree	Various	Sidewalks according to Bike/Ped Plan on various routes														
		Christian	14	Sidewalks along Highway 14 from Main to Ridgecrest	25	15	7,024	8,332	7,900	0.889	1.055	7	5	0	2	1	5	5

TAB 12

TECHNICAL PLANNING COMMITTEE AGENDA 11/14/2018; ITEM II.K.

Technical Planning Committee Chair Rotation Appointment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chairmanship of the Technical Committee. This rotation, as shown below, has been followed since. The Chairman-Elect serves as the Chair in absence of the Chairman.

Randall Brown, of Willard will be serving as Chair in 2019. The chairman-elect will be from Republic.

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2010	Willard	Pat Lloyd
2011	Republic	David Brock
2012	Christian County	Todd Wiesehan
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin- resigned in August
Fall 2016-2017	Strafford	King Coltrin, Chairman
2018	Springfield	Kirk Juranas, Chairman
2019	Willard	Randall Brown, Chairman
2020	Republic	Garrett Tyson, Chairman- Elect

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

“Move to elect the Chairmen and Chairman-Elect positions for 2019 for the Technical Planning Committee as shown above.”

Or

“Move to elect the Chairmen and Chairman-Elect positions for 2019 for the Technical Planning Committee with the following changes ...”

TAB 13



Technical Planning Committee 2019 Meeting Schedule

Meetings are held every other month on the third Wednesday from 1:30 to 3:30 P.M. in the Ozarks Transportation Organization's Conference Room: 2208 W. Chesterfield Blvd. Suite 101 Springfield, MO

January 16, 2019

March 20, 2019

May 15, 2019


July 17, 2019

September 18, 2019

November 20, 2019


Please provide request for agenda items 2 weeks prior to meeting date.


TAB 14



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Management & Operations

Nashville's Transit System Defies Defeat with New Brand, Revised Plan

Posted on September 13, 2018 by Janna Starcic, Executive Editor

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In mid-July, Nashville MTA celebrated a rebirth of sorts by rebranding itself as WeGo Public Transit, which included the roll-out of 31 new hybrid buses. This comes on the heels of the defeat of a mass transit referendum, which would have funded a \$5.4 million infrastructure plan, including light rail and bus rapid transit corridors. We spoke with WeGo President/CEO Stephen Bland about the impact of the loss and what projects are in the works.



Photos courtesy of WeGo Public Transit

Discuss the referendum loss. Without doubt, it was a disappointment and a setback — not just for mass transit in Nashville, but for overall mobility and the quality of life in our region. However, as I continue to tell our staff, the fact that we won't be getting a lot bigger in the short-term is no excuse for not getting better. The definitive direction of the referendum now allows us to focus on a number of initiatives to improve the quality of service for our region and to be more responsive to our customers. To use a sports analogy: if we can't hit a grand slam, let's hit more singles and take the extra base. I also have no doubt that the issue will eventually go back to the voters and we'll be successful. This region deserves no less.

I read the *New York Times* article about the Koch brothers' opposition efforts. Were you aware of those machinations?

Certainly, and we knew well before we put the issue on the ballot that they'd be involved. But, I also think the national media has severely overestimated the impact of the Koch brothers and Americans for Prosperity on the Nashville referendum outcome. In point of fact, the coalition promoting passage of the referendum significantly outspent the opposition on media, and the margin of defeat was too



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large to pin on any one factor. Nashvillians also tend to resent outsiders coming in and trying to tell them what to do, so there was obviously no overt messaging by anyone who wasn't from Nashville against the plan. The outcome generally points to a need for us to continue the conversation in public and to be clearer about the steps we plan to take to make individual people's lives better, and why it makes sense to spend their hard earned money on those steps.

RELATED: [WeGo partners with Hytch to reward public transit users](#)

Will you use a different approach in the future? Well, when you get beat by a 64-36 margin, it certainly suggests that something needs to change the next time around. As with the last effort, any future referendum will be the result of a much broader community effort than WeGo Public Transit or the RTA, so I'd be foolish to predict what form it might take, or even when it might happen — there will be a lot of cooks making that stew. However, for our part, I think that continuing to take an open, transparent communications approach to our services, projects, and planning will be crucial; and continuing to expand the constituencies we ask to participate will be of utmost importance. I also think that our agency will need to include itself in discussions of broader public issues in Nashville beyond mass transit and mobility. During the course of the transit debate, we saw significant discussion over other issues weighing on people's minds such as housing affordability, gentrification, equitable treatment, and a general sense of stress about the pace and nature of growth in our region. If we think we can be successful by simply pushing a 'transit' measure, we're sorely mistaken and missing a much larger opportunity to improve the quality of life for the people who live here. We're seeing that play out currently as we discuss incorporating affordable and workforce housing components into transit oriented development.

How will this loss impact your transportation plan (nMotion) goals? Well, as I've told a number of the transit industry consultants and other suppliers I've spoken to since May 1, 'sorry, I don't have \$6 billion to spend right now!' However, the majority of the stated opposition I've heard about the referendum program of projects relates to the big ticket items like light rail and the downtown tunnel. nMotion contains dozens of other enhancements — small and large. During the week after the referendum, I heard from several of the higher-profile opponents directly and their message was simple and consistent: Just because we opposed this measure, please don't think we're not in favor of better transit service. nMotion remains the adopted strategic service plan of both WeGo Public Transit and The Regional Transportation Authority of Middle Tennessee. As such, we are continuing to advance a number of these initiatives within the resources we have available to make services simpler, more reliable, and more responsive to the needs of our community. Those were the overriding goals of nMotion, regardless of the level of investment we can afford.

What are some nMotion plan highlights? Again, nMotion has dozens of components and we're moving forward on many of them as we speak.

Let's start with an item from the plan that the referendum loss leaves us with question marks



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Transit Dispatches



WeGo Public Transit President/CEO Stephen Bland talks transit projects at an nMotion plan event.

about. That is how we develop high-capacity transit in some of our key congested corridors. With the loss, we won't be developing light rail or even Gold Standard BRT in those corridors for the foreseeable future, but we are working collaboratively with TDOT (the Tennessee Department of Transportation) and Metro Nashville Public Works to begin making those corridors safer and better suited to

multimodal use. On our Murfreesboro Pike Corridor, as an example, we're partnering with Public Works on a U.S. DOT Tiger-funded project to upgrade our traffic signal infrastructure to adaptive signaling with transit priority, as well as queue jumps at key congested intersections and major pedestrian improvements in the form of expanded sidewalk and crossing infrastructure. We're working with TDOT in the I-24 Southeast Corridor on a variety of intelligent transportation initiatives, and TDOT is examining the potential to advance "Bus on Shoulder" enhancements, which was allowed via legislation passed by the Tennessee General Assembly two sessions ago.

A key element of the nMotion plan was the development of a 'frequent transit network,' entailing more robust service in our busiest corridors. Over the past two years, we've added our Nolensville Pike, Jefferson Street, and Bordeaux Corridors into this mix that already included four corridors.

With respect to customer amenities, we've more than doubled the number of passenger waiting shelters over the past three years and we continue to add more. We know from our own experience that these amenities will draw riders from surrounding stops and the neighborhoods in which they're located. Our new buses are also coming in with Wi-Fi and USB plug-in capabilities to further enhance the rider experience.

We are also advancing into design and real estate acquisition for several of the neighborhood transit centers called out in nMotion, including partnerships with the Metro Nashville School District on a site adjacent to a high school they're completely rebuilding in our Green Hills neighborhood; one on the campus of Tennessee State University; and one in partnership with a mixed-use development are being advanced in North Nashville. Once in place, these centers will reduce our reliance on our primary downtown hub, and allow more direct travel by the public and fewer 'out of direction' movements. We are also working with neighbors of these centers to make them assets to the neighborhood, attracting other activities beyond transit use.

Finally, recognizing that most of our short-term improvements will center around our bus system, we are joining a number of other transit agencies that successfully completed bus network redesigns. We delayed this process during the months leading up to the referendum, but are now working on it full speed, with an expectation to do public outreach later this year.

Generally, all of the above projects and the nMotion plan, in general, are about improving the rider experience and enhancing connectivity in Middle Tennessee. We want our system to be simpler, more reliable, more comfortable, and more accessible. Those goals remain a constant.

RELATED: [Rebrand, improved service gives EMBARK a boost](#)

How did the rebrand come about and what went into its development? Actually, the origins of it started from conversations I had with community leadership when I first arrived in Nashville, even including conversations with our board during my first interview for this job. Of course, it also included the input of thousands of folks who participated in the nMotion strategic plan, as well as a number of diverse focus groups we hosted as part of the branding strategy process.

Their message was simple and consistent. There is a perception of transit in this community that we need to change — who rides it, how it operates, and the fact that it's viewed as a government bureaucracy. Our board was very clear in saying that we needed to change that perception to one of being part of the fabric of the community. The process was not really different than any organization's effort to reframe itself with respect to public perception.

Beginning in the nMotion planning process, and continuing well beyond its conclusion, we asked people about their perceptions of our organization, and how they wished we could change those perceptions. Some of the aspirational words we heard back repeatedly were 'inclusive,' 'approachable,' 'friendly,' 'caring,' and 'connected.' All of that led us to pretty much eliminate including the word 'Authority' anywhere in our brand. There was also some debate as to whether or not Nashville's overall 'Music City' theme should be incorporated. We concluded, though not without some healthy debate, that it had kind of reached a saturation point.

Finally, when our creative services team came up with 'WeGo,' after my typical over-analysis, it made perfect sense to me. 'We' as in 'we're all in this together,' and 'Go,' as in let's move forward.



Nashville's new Gillig hybrid buses featuring the new branding, include Wi-Fi and USB plug-in capabilities to further enhance the rider experience.

Do you feel the rebrand has more meaning to it now, perhaps like a rebirth? I believe that very strongly, and I don't think it could possibly be better timed. Keep in mind that we began planning for the rebranding well before the referendum, even though we knew it wouldn't be rolled out until after the votes had been counted. Obviously, had we won, it would have been an awesome way to give people a visual sense

of what was to come. But I think it's even more important, symbolically, in the face of the loss. Several weeks before we announced the new branding, we did several preview events with our employees. This was after the referendum outcome was known, and our staff was feeling a bit uncertain about the future. They were genuinely excited about the new look, but also about my description of some of the initiatives we'd be pursuing despite the outcome of the vote. I think their reaction was akin to that famous WC Fields quote, 'the news of my death is greatly exaggerated.' Days before we were scheduled to roll out the new brand, one of our board members called me and suggested that maybe we should put a hold on it in light of the defeat. By that time, buses in our new paint scheme were literally on the

road from Gillig's plant in California. Beyond the expense and logistical nightmare of calling the whole thing off, I shared with that member the excitement that our employees demonstrated about the whole thing at our preview events. That person gave me a four-word reaction: 'Fantastic! Forget I called.'

I can also share personal experiences that make me smile. When I wear my purple WeGo Public Transit golf shirt to a restaurant or other public space, it's become quite common for complete strangers to approach me and ask about it — keeping in mind, they have no idea I'm the CEO. After the 'why WeGo' question, the conversation typically turns to thoughts about the referendum outcome, and our plans to pursue improvements in the future. I have yet to speak with anyone, regardless of how they tell me they voted, and yes, they always tell me how they voted, who has said we should just drop this whole transit thing in Nashville. It's gotten to the point that, if my wife and I are looking for a quiet evening out, I make sure I don't wear that shirt.

RELATED: [Nashville taps INIT for electronic fare project](#)

What are the region's current mobility challenges? The same challenges you would typically associate with a rapidly growing southern city that was designed around single-occupant auto use. The Greater Nashville region has very sprawling development patterns, and with the exception of the downtown core and certain neighborhoods, is not very walkable. People drive much more here than in similarly-sized cities, and that makes alternate mobility modes challenging. As such, I'd say the overriding challenges are two-fold. First, where and how can we retrofit and adapt our infrastructure in order for more traditional forms of mass transit to emerge and succeed? Second, how can we adapt our service models, for instance, more mobility on demand options, to address a need where it doesn't make sense to radically alter the built environment?

Besides funding, what other challenges are you faced with? Generally speaking, the same challenges we all talk about at any gathering of transit professionals.

Attracting and retaining talent is tough, whether we're talking about bus operators, maintenance technicians, or support staff. I've only been here for about four years, and over half of our employees have started since then. Beyond the issues of absorbing all those people is one of maintaining a certain culture in the organization and making sure everyone's moving in the same direction.

Integrating new technologies in a way that makes sense for our customers is also challenging. In this regard, we have an advantage over a lot of transit agencies our size. While we have a core IT staff that manages most of our core enterprise functions, we also partner with Metro Nashville's broader IT Department, who has state-of-the-art knowledge on issues ranging from mobile data communication to cybersecurity.

Finally, I'd say that safety and security on our system will always be something worth worrying about. While our system is very safe, the sheer numbers of people who use it, coupled with the general anxiety of our times, create challenges. In this regard, I'd highlight two T's as our way of focusing — teams and technology. With respect to teams, under our security manager, the work of our operations staff with respect to security is supplemented by contracted private security personnel and an outstanding working relationship with the Metropolitan Nashville Police Department.

With respect to technology, digital video surveillance has been a godsend. Hundreds of cameras throughout our system supplement the work of operations and security/policing staff to assure the system isn't just safe, but feels that way.

What are your agency's strengths? I'd sum it up in one word — people.

First and foremost, and I challenge anyone in the industry coming to Nashville for the APTA Annual Meeting to disagree with me on this point: we have the friendliest bus operators in North America — bar none. Our city generally has a reputation for being 'Nashville Nice,' but our operators take it to another level. I wish I possessed their patience and innate kindness.

Second, even though I did mention talent attraction as a challenge, I do think the fact that we have a lot of new and very diverse folks coming in to work for us is a strength. When I first started here, I'd ask our staff why we did things in certain ways. They learned very quickly that 'because we've always done it that way' was always the wrong answer, even if there were very good reasons to keep doing things the same way. We've got operators and other operations staff who have experiences with dozens of other transit agencies, as well as a broad variety of public and private sector companies; an attorney from Vanderbilt University; engineers from private development firms who live by "on-time/on-budget" project; and the list goes on. They've all brought a fresh approach to the way we look at things and they aren't afraid to challenge the status quo.

Third, our boards of directors. For WeGo Public Transit, it's a five-member board who genuinely care about the organization and, more important, the people we serve. For such a small board, they are diverse in both their professional backgrounds and their spheres of influence. Yet, there are remarkably cohesive and congenial. This is reflected in the direction they set, and the questions they ask our staff. On the RTA side, it's a 39-member board, largely composed of the regional city and county mayors in our 10-county service area. The fact that high-level policy officials, ranging from the Mayor of Nashville to mayors of some of our smallest municipalities can come together and talk about common challenges makes us stronger.

Discuss how recent/planned tech implementations have/will help your operation? About three years ago we rolled out our real-time transit technology — something our riders had been demanding for quite some time. Beyond the obvious customer service advantage of knowing when your bus will arrive, the data this system generates has been a gold mine for our service planners, and we're continually asked for access to this data by other entities who are trying to get a handle on issues like regional traffic congestion, for instance. Through this data, we've seen significant improvements in our on-time performance over the past two years despite increasing traffic congestion in Nashville.

Two years ago we started operating fully electric buses on our Music City Circuit Downtown Circulator. The buses have been well received by our customers, the community at large, and our employees. The limited deployment — we operate nine electric buses now, with two more on order — has allowed us to assess the longer term potential for this technology in a measured way.

Earlier, I mentioned the signal project we are constructing in the Murfreesboro Road corridor. When it's fully operational next year, we'll begin to evaluate its impact both on travel speed in the corridor and service reliability, with a hope of expanding it to

our other frequent service corridors. We, along with City government, will also be able to assess the impact of pedestrian improvements on safety along the corridor.

Finally, I'll mention our account-based fare payment system. We are currently in the design and early implementation stage of an account-based fare collection system that is based on an open architecture that will enable mobile payment, as well as our own smart card system. Beyond the benefit to WeGo customers, we are doing it in collaboration with the RTA and other regional transit providers in Franklin and Murfreesboro in an effort to create a truly seamless system. In parallel, we are revamping our fare structure to simplify fare payment and provide best value pricing to our customers in a manner that is invisible to them. Apart from mass transit, we are working with Metro Nashville IT to assure the technology is adaptable to broader uses such as city parking facilities and other mobility services. Our overall goal is to make sure that anyone who is in close proximity to our services already has exact change in their pockets, whether they know it or not.

Discuss a current project and how it will benefit customers? We are in the midst of a major renovation to our WeGo Central Downtown Transit hub. This year, the facility marks its 10th anniversary. On a daily basis, about 17,000 people visit this facility, and we have about 2,200 bus movements in and out. It is the front door for our organization. The renovation will provide necessary structural rehabilitation to extend its life, but from a customer perspective, we'll have enhanced restrooms, expanded customer service capacity to reduce waiting lines, and improved wayfinding. We will also 'freshen up' the place, with new paint, resurfaced sidewalk and drive surfaces, and brightened up LED lighting. I will add, however, that our future depends on us continuing to evolve our service model in a way that reduces our reliance on this facility. We are serving about 25% more people in the building than it was designed for, and it is reaching its upper limits for capacity, even after the renovation. As a result, we are in the early planning stages of advancing a secondary downtown hub with the City of Nashville South of Broadway, as well as advancing planning, real estate activities, and design for a number of neighborhood transit centers throughout our service area to relieve the pressure on this building.

Finally, a project I am personally extremely excited about, we are also piloting 'Access-on-Demand,' a premium service for our WeGo Access customers. WeGo Access, our paratransit system, carries about 450,000 trips per year and is noteworthy in that it exceeds ADA requirements by providing service county-wide, well beyond the bounds of ADA requirements. With Access-on-Demand, for a higher fare, customers can receive same day service. Although still in early stages of deployment, the service has been a rousing success with our customers, who tend to mix their use of the higher priced Access-on-Demand service and traditional paratransit. Recently, we awarded additional contracts to broaden the provider pool for this service, and are implementing technology improvements to move toward a more 'app-based' platform that will also likely form the backbone of a broader Mobility on Demand service model.

Tags: funding Nashville MTA nMotion rebrand revamped bus network Stephen Bland
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Utah DOT's Carlos Braceras Elected AASHTO President, Missouri DOT's Patrick McKenna VP

ATLANTA – Today, the board of directors of the American Association of State Highway and Transportation Officials elected Carlos Braceras P.E., executive director of the Utah Department of Transportation, to serve as its new president and Missouri DOT Director Patrick McKenna as its vice president.

"I'm honored and inspired to accept the role of AASHTO president during this inflection point in transportation history," said Braceras. "State DOTs are facing new challenges on several fronts. As technology develops rapidly, we as owners need to adapt proactively to operate safer, more effective transportation systems. Attracting and keeping a highly-skilled workforce is critical. It's also imperative that we find ways to educate lawmakers and members of the general public about the irrefutable connection between long-term investment and safer, smarter, and more reliable transportation systems."

Prior to today's election, Braceras served as AASHTO's vice president and secretary-treasurer. As president he will focus on three emphasis areas: workforce development, reauthorization of current surface transportation legislation to include funding and policy reform, all while "communicating transportation's vital role" in American life.

In terms of workforce development, Braceras said the current robust economy and low unemployment rate are making it difficult for state agencies to compete with the private sector for engineers, technicians, and information technology professionals.

"State DOTs must attract and keep these workers to build, maintain and manage America's increasingly sophisticated transportation networks," said Braceras, who added: "Funding and policy reforms will also be needed because the Fixing America's Surface Transportation (FAST) Act expires in 2020."

A native of New Jersey, Braceras began his career at UDOT in 1986, becoming UDOT's executive director in 2013, responsible for more than 1,600 employees along with the design, construction, and maintenance of Utah's 6,000-mile road and highway system, as well as transit projects. Braceras previously served as the agency's deputy director and chief engineer, where he helped shape UDOT's strategic direction and its mission of developing innovative transportation solutions to strengthen Utah's economy and enhance quality of life.


Braceras earned a bachelor's degree in geology from the University of Vermont and a bachelor's degree in civil engineering from the University of Utah. Prior to UDOT, he worked as a well-site geologist in the oil and gas exploration and development industry.


Braceras said he and his wife enjoy spending time in the great outdoors, with their favorite activities including skiing, bicycling, golfing, camping, windsurfing and sailing on the Great Salt Lake.


Newly-elected AASHTO Vice President McKenna has served as director of the Missouri Department of Transportation since December of 2015. He previously was the deputy commissioner of the New Hampshire Department of Transportation.

McKenna, who is also president of the Mid America Association of Transportation Officials for 2017-2018, is a member of the executive committee for the National Academy of Science's Transportation Research Board. He received a bachelor of science degree in finance from Bentley College and a master of science in management and finance from the University of Maryland University College.

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Texas Is Once Again the Only Highway "Donor State" As FHWA Distributes \$42B in FY19 Funding



By [Jeff Davis](#)

Senior Fellow and Editor, Eno Transportation Weekly

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October 4, 2018

On the first day of the new fiscal year, the Federal Highway Administration issued a [formal notice](#) apportioning \$42.3 billion in highway formula contract authority to state governments. The main notice apportions \$42.355

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billion in funding, but a [second notice](#) then takes back \$39.6 million of the money for budgetary sequestration, for a net total of \$42.316 billion.

The gross total is the precise amount [predicted in December 2015](#) when the conference report on the FAST Act was presented to Congress, but the distribution to states is slightly different, because once again, Texas is the only state to have triggered the 95 percent "donor state" rule in [23 U.S.C. §104\(c\)\(1\)\(B\)](#).

Because Texas's estimated [fiscal year 2017 excise tax payments to the Highway Trust Fund's Highway Account](#) totaled \$3.99 billion, Texas's total highway formula funding for 2019 was guaranteed to be at least 95 percent of that, or \$3.79 billion. The Lone Star State's revised FY 2019 formula apportionment was \$56.9 million more than originally predicted in December 2015, and that money was then proportionally taken out of the apportionments of the other 49 states and the District of Columbia.

(Texas actually made more Highway Account tax payments than California, despite having almost 40 percent fewer people (39.5 million people in California per the 2017 Census estimates vs 28.3 million in Texas). Put another way, the residents of California paid \$86.53 per capita in excise taxes into the Highway Account in 2017, versus Texans paying \$141.04 per capita in excise taxes.)

This means it is as good at time as any to take a quick look at how the Highway Trust Fund going bankrupt has affected the old donor-donee arguments between states. As the table at the end of this article shows, Texas is the only state whose highway formula funding to Highway Account tax payment ratio, in terms of dollars in vs dollars out, is less than 100 percent. Every other state is getting more money than it put in, from Alaska (which gets 680 cents of highway formula funding for every dollar of tax payments) down to Colorado (the only other state close to being a donor state, at 101 cents on the dollar of tax payments).

The excess, of course, comes from the \$51.9 billion of general fund bailout money deposited in the Highway Account by the FAST Act, which is equivalent to about one-and-a-half years of Highway Account excise tax receipts and which keeps the Highway Account solvent until sometime in spring or summer of 2021.

In the aggregate, total highway formula funding for 2019 was 119 percent of total 2017 Highway Account excise tax receipts.

In addition, so-called "allocated" (non-formula) highway programs – FHWA administrative overhead and research programs, highways on federal lands and in U.S. territories, FASTLANE grants, and TIFIA loans – are not included in the donor state calculation and totaled an additional \$3.9 billion in contract authority in 2019, all of which can be presumed to have been supported from the general fund bailouts.

And the donor state calculation in title 23 does not apply to the HTF's Mass Transit Account, which received \$5.286 billion in excise taxes in 2017 (and which got \$18.1 billion in general fund bailout money in the FAST Act, or 3.4 years worth of excise taxes, because the overspending problem is proportionally much worse in the Mass Transit Account than it is in the Highway Account). The Federal Transit Administration's annual apportionment tables are not broken down by state, making a donor-donee comparison of the Mass Transit Account difficult (but it's a safe bet that New York is the mega-donee and about 40+ states are donors in that regard).

Document of the Week

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1978 Conable-Gibbons Amendment to the Highway Bill

This PDF is a series of documents relating to a proposed amendment in the House Ways and Means Committee to the revenue title of the highway bill in 1978. Drafted (at the Department of Transportation's request) by Reps. Barber Conable (R-NY) and Sam Gibbons (D-FL), the amendment would have put the Highway Trust Fund on a form of "accrual accounting" and ensured that each year's new funding authorizations were reduced to that upcoming year's estimated excise tax revenues.

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FY 2017 Highway Trust Fund Highway Account Tax Payments Attributed to States, vs. FY 2019 Highway Contract Authority Formula Apportionments

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Millions of dollars.

	FY 2017 HTF-HA Tax Payments	FY 2019 Highway Formula C.A.	Funding Exceeds Taxes By:	Funding As Pct. Of Taxes
Alabama	\$738.7	\$819.3	\$80.7	111%
Alaska	\$79.6	\$541.5	\$461.9	680%
Arizona	\$722.8	\$790.2	\$67.4	109%
Arkansas	\$442.0	\$559.1	\$117.2	127%
California	\$3,421.2	\$3,963.8	\$542.5	116%
Colorado	\$571.4	\$577.5	\$6.1	101%
Connecticut	\$325.4	\$542.4	\$217.0	167%
Delaware	\$97.1	\$182.7	\$85.6	188%
Dist. of Col.	\$23.9	\$172.3	\$148.4	721%
Florida	\$1,881.7	\$2,046.2	\$164.5	109%
Georgia	\$1,185.9	\$1,394.4	\$208.6	118%
Hawaii	\$88.9	\$182.7	\$93.8	206%
Idaho	\$216.3	\$308.9	\$92.6	143%
Illinois	\$1,273.2	\$1,535.4	\$262.2	121%
Indiana	\$914.9	\$1,029.0	\$114.2	112%
Iowa	\$496.3	\$530.8	\$34.5	107%
Kansas	\$364.1	\$408.1	\$44.0	112%
Kentucky	\$605.3	\$717.6	\$112.3	119%
Louisiana	\$577.0	\$758.0	\$181.0	131%
Maine	\$173.5	\$199.4	\$25.8	115%
Maryland	\$606.0	\$649.0	\$43.0	107%
Massachusetts	\$591.7	\$655.9	\$64.2	111%
Michigan	\$1,050.2	\$1,137.1	\$86.8	108%
Minnesota	\$664.3	\$704.2	\$39.9	106%
Mississippi	\$501.1	\$522.3	\$21.2	104%
Missouri	\$844.6	\$1,022.4	\$177.8	121%
Montana	\$167.7	\$443.1	\$275.4	264%
Nebraska	\$292.6	\$312.2	\$19.6	107%
Nevada	\$290.9	\$392.2	\$101.3	135%
New Hampshire	\$140.2	\$178.4	\$38.2	127%
New Jersey	\$958.0	\$1,078.3	\$120.3	113%
New Mexico	\$325.6	\$396.6	\$71.0	122%
New York	\$1,362.7	\$1,812.8	\$450.0	133%
North Carolina	\$1,098.5	\$1,126.3	\$27.8	103%



Week of October 1, 2018



Week of September 24, 2018

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[Eno Releases Study of Chinese Railcar Issue](#)

August 24, 2018

[Eno Mourns the Passing of Transit Icon Lou Gambaccini](#)

July 27, 2018

[Eno Center for Transportation Welcomes Intel's Marjorie Dickman to Board of Directors](#)

10/8/2018	Texas Is Once Again the Only Highway "Donor State" As FHWA Distributes \$42B in FY19 Funding - The Eno Center for Transportation			
North Dakota	\$162.0	\$268.1	\$106.1	166%
Ohio	\$1,318.1	\$1,447.6	\$129.5	110%
Oklahoma	\$591.3	\$684.9	\$93.6	116%
Oregon	\$431.3	\$539.8	\$108.5	125%
Pennsylvania	\$1,263.5	\$1,771.9	\$508.4	140%
Rhode Island	\$75.9	\$236.2	\$160.3	311%
South Carolina	\$697.6	\$723.2	\$25.5	104%
South Dakota	\$150.3	\$304.6	\$154.2	203%
Tennessee	\$851.8	\$912.6	\$60.8	107%
Texas	\$3,992.1	\$3,790.2	-\$202.0	95%
Utah	\$347.8	\$375.0	\$27.2	108%
Vermont	\$71.5	\$219.2	\$147.7	306%
Virginia	\$979.5	\$1,099.0	\$119.5	112%
Washington	\$660.9	\$732.1	\$71.2	111%
West Virginia	\$221.5	\$472.0	\$250.5	213%
Wisconsin	\$661.2	\$812.6	\$151.4	123%
Wyoming	\$163.7	\$276.7	\$112.9	169%
TOTAL	\$35,733.5	\$42,355.4	\$6,621.9	119%

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A photograph of a city street with brick buildings on the left, a tram in the middle, and modern skyscrapers in the background under a clear blue sky.

THE HIGHEST RETURN ON INVESTMENT FOR YOUR CITY IS NOT WHERE YOU THINK

MAY 11, 2017

BY RACHEL QUEDNAU

Consider the two following investment options for your personal portfolio:

Option A: Invest in a handful of very large entities. Each comes with a lot of hype yet has a track record of under performing, even dramatically losing money. A look at peer entities shows a consistent track record of failure and decline over time.

Option B: Invest in an expansive portfolio of hundreds to thousands of small to mid-sized entities. None of these have much hype or prestige associated with them. While collectively they have a consistent track record of success, individual entities within the portfolio may be a spectacular boom or a total failure.

This metaphor comes from [an article we wrote in January](#) and it's an apt description of the current choice our nation faces, only it's not being framed as a choice. We're told the federal government is going to [spend \\$1 trillion on infrastructure](#)—i.e. invest in some very large corporations and some very large projects, but we at Strong Towns know that those have a low return on investment and often a negative impact on our communities. We've found time and again that Option B, the smaller scale investments, produce far better returns and cost far less.

Let's recap the main flaws in the idea that we can spend \$1 trillion on infrastructure in order to improve our country. Then let's talk about a better plan that will actually offer long-term gains for everyone, for far less than \$1 trillion.

How Federal Infrastructure Spending Makes Cities Poorer

Federal infrastructure spending [tends to make cities poorer not wealthier](#) because, while the federal government may pay the initial cost to build a new highway or bridge, it's local governments that take on the long-term maintenance liabilities, often going into enormous amounts of debt to do so. We've also seen time and again the way that federal infrastructure money goes to some of the *least* productive types of development — like [suburban housing](#) and [inner city highways](#) — blinding local governments to small-scale investments that have the potential to be far more financially beneficial.



It's not just the federal government that's misguided in its belief in extensive infrastructure spending. [Macroeconomists also tend to misunderstand the impact of infrastructure spending](#) on local communities. Spending on infrastructure is seen as the

	ASHEVILLE WALMART	DOWNTOWN MIXED-USE
Land Consumed (acres):	34.0	00.2
Total Property Taxes per Acre:	\$6,500	\$634,000
Retail Taxes* per Acre to City:	\$47,500	\$ 83,600
Residents per Acre:	0.0	90.0
Jobs per Acre:	5.9	73.7

Source: Urban3 and Strong Towns

consequence-free way to boost the economy, but in city after city that we visit across the country, that's not the case. For local governments, [infrastructure is a liability](#) that weighs on a city's budget with the promise of expensive maintenance costs down the road, even though it's usually counted as an asset on municipal balance sheets.

Growth—building new infrastructure, new homes, new businesses—is not sufficient to improve a local economy or indeed, the United States economy as a whole. [We need productive growth](#) in order to achieve true prosperity. Our investments must pay for themselves and add to our communal wealth. We're talking real concrete return on investment, [not just social benefit or "time savings"](#) (which is so often used to justify road construction and expansion projects). There's nothing wrong with counting social benefits, but those don't pay the bills. An infrastructure project that has no long-term plan to cover its costs is doomed to fail.

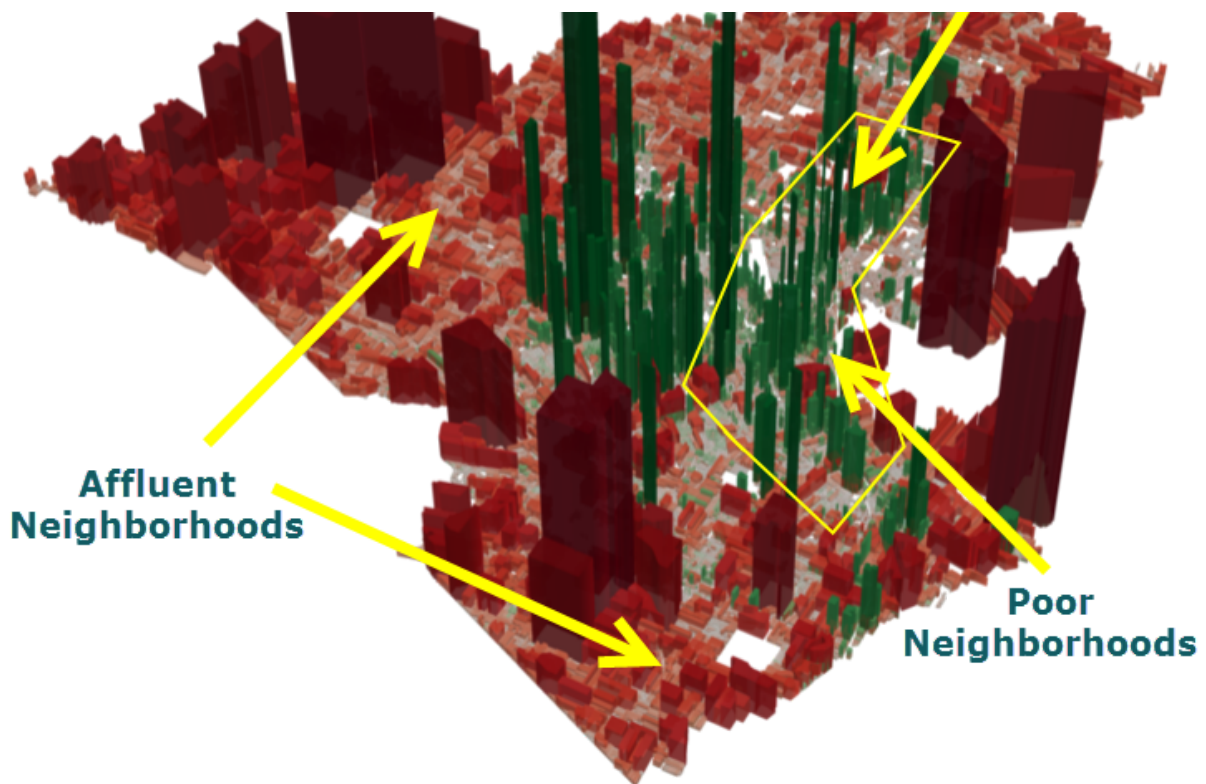
But perhaps the biggest macroeconomics mistake that is costing our cities dearly is the fact that [infrastructure investments are not something we can walk away from](#). While the federal government can sponsor a project, hold a ribbon cutting, then move on to the next project, cities can't do that. Our cities are stuck with the consequences of these decisions for decades. [That dangerously wide road](#) funded through federal dollars will make life unsafe, even fatal, for the people in the surrounding neighborhood. [That big box store](#) with frontage roads and turn lanes that were created through federal money will leave a vacant hole that contributes nothing to its town in a decade or two, with acres of public infrastructure suddenly serving no purpose.

It's Time to Invest in Something Different

Rather than spending billions of dollars on large infrastructure projects, we should be focusing our investments in the most high-returning areas of our town: the poorest neighborhoods.

It might be counter-intuitive but [take a look at this map](#) of tax value per acre, created in partnership with [Urban3](#). Green equals profit and red equals loss. The higher the block goes, the larger the amount of profit/loss.





Source: Urban3

This is Lafayette, LA but this map looks like most towns in America. Strong Towns president, Chuck Marohn, [described this phenomenon](#) in January 2017:

The poor neighborhoods are profitable while the affluent neighborhoods are not. Throughout the poor neighborhoods, the city is, today, bringing in more revenue than they will spend to maintain the neighborhood, and that's assuming they actually invest the money to maintain the neighborhood (which they have not been doing). If they fail to maintain the neighborhood, the profit margins will be even higher.

This might strike some of you as surprising, yet it is important to understand that it is a consistent feature we see revealed in city after city after city all over North America. Poor neighborhoods subsidize the affluent; it is a ubiquitous condition of the American development pattern.

Chuck continues with examples of some of the affordable, small-scale investments we could make if we wanted to boost the returns in these neighborhoods:

We're talking about things like putting in street trees, painting crosswalks, patching sidewalks, and making changes to zoning

regulations to provide more flexibility for neighborhood businesses, accessory apartments and parking. If we try some things and they don't work, we don't lose much because they don't cost much. We learn from our small failures and try something else.

In a presentation at the 2017 Strong Towns Summit, Jason Roberts, co-founder of the [Better Block](#) organization discusses high returning, small-scale investments you can make in your city.

[We've shared some other great examples of these types of small-scale investments](#) whose values are being tested and proven across the nation in places like [Memphis, TN](#), [Oswego, NY](#), and [Pittsburgh, PA](#). Low-cost investments in the neighborhoods that need them the most? Seems like a no-brainer.

Wrap-Up

So, to summarize:

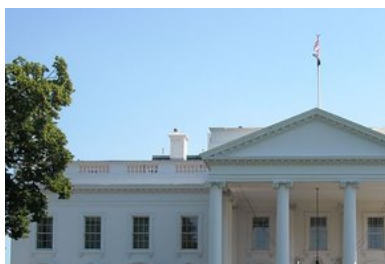
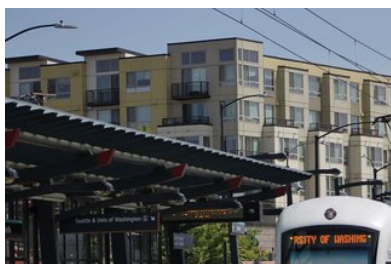
1. Don't shell out billions in federal infrastructure money. It will just sink our cities into debt with additional maintenance liabilities we can't afford to take on.
2. Instead, make small investments in the highest-returning areas—the poor, neglected neighborhoods of our cities.

Federal infrastructure spending is a huge, expensive gamble that we already know doesn't pay off. Strong Towns' proposal for a path forward is cheap, and it offers high upside potential with low downside potential. The choice should be clear.

MORE ON INFRASTRUCTURE FROM STRONG TOWNS

(Top photo source: [Dox Txob](#))

Related stories



FEATURE

Walkable Suburbia

It's not impossible to reshape the suburbs to be more walkable, but it does require careful planning and design.

September 6, 2018, 6am PDT | [Jason Beske](#), [David Dixon](#)



Pedestrians on the street in Bethesda, Maryland.

Nicole S Glass / [Shutterstock](#)

Can suburbs be walkable? Absolutely! Do we know how to create complete streets that are designed to be safe and inviting for people, bikes, and cars? Yes. Is it harder to promote walkability in suburbs than in cities? Not necessarily, but it requires careful thinking about how we shape the next era of suburban development.

We know the basics. Walkable streets are typically tree-lined and well lit at a pedestrian scale. Walkable streets rarely require pedestrians to cross more than two lanes of traffic at a time. They have sidewalks wide enough for people to pass each other comfortably, for trees, and, ideally, for tables outside a café.

Walkable streets are lined with curbside parking (at least until autonomous mobility renders parking obsolete) and include bike lanes. They allow pedestrians and cyclists to stop and engage a friend, drop into a bakery or bookstore, or hang out in a square. They function as "third places," where people meet, gather, and celebrate in a diverse community.

Still, too many lifeless "Main Streets" check all the boxes without offering real walkability. Creating a great street designed for walking doesn't necessarily mean people will use it for walking. The arrival of near-universal auto ownership following World War II forced walking into a competition for our time and our hearts. In the 21st century, this competition has grown more complex, with new competitors unleashed by the internet, mobile devices, and corporations fighting relentlessly for our time, attention, and disposable income.

Safety—actual and perceived—plays a key role in making suburbs walkable. Although roughly 30 cities have adopted safety-driven Vision Zero programs, only one suburban jurisdiction had done so as of January: Montgomery County, Maryland.

Walkable Main Streets don't just accommodate walking; their programming and design actively invite it by following four principles.

1. Promote density. Density is a threshold requirement that the subsequent principles can reinforce but not replace. Many suburbs have increased density allowances as a way to satisfy housing demand while bringing long-held community visions to life. Depending on household incomes, 1,000 to 2,000 housing units within a quarter-mile/five-minute walk can support a block of community-oriented Main Street retail—as opposed to chain stores that must draw from an area so large that customers have to drive. If the market can't fully animate a Main Street with stores, cafés, and restaurants, then artist workspaces, dance studios, cultural amenities, entertainment, and similar active uses can help. Walk-to markets will gain importance as e-retailing continues chipping away at mass market, drive-to retail. As a rule of thumb, two or more square feet of office, research, and hotel space provide the same amount of support for retail as one square foot of housing.
2. Connect to the larger community. Bike access continues to gain importance, in part because of its unmatched capacity to move people. Public transit [pdf] plays an even bigger role, boosting both the economic and social quality of residents' lives. Where possible, develop transit-oriented, walkable urban places, ideally within a five-minute walk of a station. A compact, walkable urban place may also provide sufficient ridership to justify extension of a nearby light rail or bus rapid transit line.
3. Use parking strategically. A single garage can serve workers during the weekday; residents at night and on weekends; and restaurants, shops, and other uses throughout the week. A garage that requires walking brings life to the blocks around it (but should never sit on a Main Street—nothing kills walkability like hulking blank walls). The walk to or from the garage can showcase everything a neighborhood offers. For example, a new mixed-use "urban village" in

the Boston suburb of Newton locates much of its parking in a central garage, wrapped with housing and retail. On their way to or from their cars, people pass shops, restaurants, craft breweries, and cafés.

4. Invite walkability in every season. Walkable streets should celebrate regional ecology with native plants and other natural features that underscore the pleasure of being outdoors. Weather and climate can, however, strip away the charm. Enclosed malls solved this problem but their artificial environment lost appeal over time. "Managing" weather today means creating a great place to be outside any day of the year.
 - Cold climates: walkable streets in "winter cities" can't afford to take six months off, and many have devised ways to attract people throughout the year. Proclaiming "climate is our ally," Edmonton treats winter as an opportunity to reconnect with childhood fun and whimsy. Warming huts and pop-up patios appear in parks, where people gather around fires with hot drinks and music. Instead of hauling away cleared snow, the city uses it to fill parks with sledding hills, labyrinths, and walls that kids of all ages paint. Darkness arrives early, so Edmonton uses fire and outdoor lighting to help make even the drabest block feel enchanted.
 - Hot, humid climates: "summer cities" face equal challenges. The narrow passageways and fountains that characterize the historic medinas of North Africa represent centuries-old ways of creating shade and enlisting the cooling effect of water. While misting represents one newer cooling technique, it consumes significant energy; fountains, water courses, and other features that animate as well as cool offer a more sustainable approach and add appealing elements to the public realm. Cities like Miami and Austin have worked to increase tree canopy along streets to cool pedestrians in the hottest months of the year.

The same recipe that creates walkability downtown—density, connectivity, strategic use of parking, and the creative embrace of climate—doesn't have to stay downtown. Applied with care, it can bring walkability to the growing group of suburbs that see their future in the creation or extension of walkable urban centers.

Jason Beske AICP, a planner based in Northern Virginia, has played a key role in shaping walkable suburban environments in metro Washington, D.C. David Dixon FAIA, head of planning and urban design for Stantec's Urban Places, has led planning for significant urban districts in cities and suburbs across North America. They are the co-editors of Suburban Remix: Creating the Next Generation of Urban Places (Island Press, 2018).

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Figure 2
Missouri Population by County
Top-Ten Largest Projected Numeric Increases
2000 through 2030

Rank		County	Population		30-Year Change	
Numeric Increase	Percent Increase		2000	2030	Numeric	Percent
1	4	St. Charles	283,893	499,126	215,233	75.8%
2	8	Clay	184,006	300,021	116,015	63.0%
3	16	Greene	240,391	329,825	89,434	37.2%
4	1	Christian	54,285	131,066	76,781	141.4%
5	10	Boone	135,454	204,264	68,810	50.8%
6	22	Jefferson	198,099	260,276	62,177	31.4%
7	52	Jackson	654,880	714,467	59,587	9.1%
8	7	Cass	82,092	136,933	54,841	66.8%
9	2	Lincoln	38,944	91,294	52,350	134.4%
10	12	Jasper	104,686	152,490	47,804	45.7%

Figure 3
Missouri Population by County
Top-Ten Largest Projected Numeric Decreases
2000 through 2030

Rank		County	Population		30-Year Change	
Numeric Decrease	Percent Decrease		2000	2030	Numeric	Percent
1	25	St. Louis	1,016,300	956,817	-59,483	-5.9%
2	1	New Madrid	19,760	12,554	-7,206	-36.5%
3	18	Dunklin	33,155	28,765	-4,390	-13.2%
4	9	Pemiscot	20,047	16,447	-3,600	-18.0%
5	3	Iron	10,697	7,494	-3,203	-29.9%
6	7	Linn	13,754	10,696	-3,058	-22.2%
7	21	Saline	23,756	21,140	-2,616	-11.0%
8	4	Chariton	8,438	6,172	-2,266	-26.9%
9	2	Gentry	6,861	4,759	-2,102	-30.6%
10	13	Wayne	13,259	11,200	-2,059	-15.5%

Figure 4
Missouri Population by County
Top-Ten Largest Projected Percentage Increases
2000 through 2030

Rank		County	Population		30-Year Change	
Percent Increase	Numeric Increase		2000	2030	Percent	Numeric
1	4	Christian	54,285	131,066	141.4%	76,781
2	9	Lincoln	38,944	91,294	134.4%	52,350
3	15	Warren	24,525	46,241	88.5%	21,716
4	1	St. Charles	283,893	499,126	75.8%	215,233
5	14	Webster	31,045	53,282	71.6%	22,237
6	12	Taney	39,703	68,041	71.4%	28,338
7	8	Cass	82,092	136,933	66.8%	54,841
8	2	Clay	184,006	300,021	63.0%	116,015
9	11	Platte	73,781	114,904	55.7%	41,123
10	5	Boone	135,454	204,264	50.8%	68,810

Figure 5
Missouri Population by County
Top-Ten Largest Projected Percentage Decreases
2000 through 2030

Rank		County	Population		30-Year Change	
Percent Decrease	Numeric Decrease		2000	2030	Percent	Numeric
1	2	New Madrid	19,760	12,554	-36.5%	-7,206
2	9	Gentry	6,861	4,759	-30.6%	-2,102
3	5	Iron	10,697	7,494	-29.9%	-3,203
4	8	Chariton	8,438	6,172	-26.9%	-2,266
5	14	Holt	5,351	4,094	-23.5%	-1,257
6	27	Worth	2,382	1,826	-23.3%	-556
7	6	Linn	13,754	10,696	-22.2%	-3,058
8	13	Sullivan	7,219	5,822	-19.4%	-1,397
9	4	Pemiscot	20,047	16,447	-18.0%	-3,600
10	15	Atchison	6,431	5,280	-17.9%	-1,151

October 22, 2018 1:05 pm » Tom Everett set to Become FHWA Executive Director



(<https://aashtojournal.org/>)



President Trump asked for a 5 percent across-the-board budget cut from each federal department during a cabinet meeting (<https://www.whitehouse.gov/briefings-statements/remarks-president-trump-cabinet-meeting-11/>) on Oct. 17; a budget cut intended to stem the rise of the federal deficit.

[Official White House photo above by Shealah Craighead.]

"I'm going to ask each of you to come back with a 5 percent budget cut from your various departments," the president said. "Whether it's a secretary, an administrator, whatever, I'm going to ask everybody with a 5 percent cut for our next meeting. I think you'll all be able to do it. Get rid of the fat. Get rid of the waste. It will have a huge impact."

The request came on the heels of a report released jointly (<https://home.treasury.gov/news/press-releases/sm522>) by the U.S. Treasury Department and the Office of Management and Budget on Oct. 15 that said the federal deficit in fiscal year 2018 increased by \$113 billion to \$779 billion. Overall, the federal deficit now represents 3.9 percent of gross domestic product, the report noted, which is, a 0.4 percentage point higher compared to fiscal year 2017.

President Trump's cabinet meeting primarily focused on what he called "my administration's historic and unprecedented effort to remove job-killing regulations" and each cabinet secretary provided a summation of their department's regulatory-reduction initiatives to date.

USDOT Secretary Elaine Chao noted in the meeting that her agency withdrew 23 regulations that, in her words, "didn't make sense, that were nonsensical, that were overly burdensome, that were basically red tape. And we've added only one significant regulation that was needed, saving the taxpayers more than \$1.2 billion in regulatory cost."

She added that in 2019, USDOT plans to achieve an additional \$2 billion in regulatory cost savings.



USDOT Secretary Elaine Chao

“On the horizon, the [transportation] department will address unrealistic and overly burdensome fuel economy standards to help make newer, safer cars more affordable for working Americans [and] expand the U.S. lead in commercial space ... by streamlining procedures for commercial space launches,” Chao said.

“On the horizon, the [USDOT] will also allow the safe operation of drones over the heads of people, out of the line of sight, and at night, she added. “And we are looking at pilot programs that will give us more information with which to allow this, rather than individual case-by-case waivers for a drone population that is now 1.2 million as of August 12th of this year.”

President Trump also noted during the meeting that his administration still remains focused on reducing the time required to

approve (<https://news.transportation.org/Pages/041318permitting.aspx>) roadway and highway projects.

“We’ve cut them down many, many years. And ultimately, maybe we’ll get down to one, but we are getting very close to two,” the president said.

“And in some cases, you know many stories where they’re 21 years, 22 years, 18 years, 19 years to get just approvals. And in many cases ... after spending tens of millions and hundreds of millions of dollars on the approval process, in many cases they don’t even get approved after so many years,” he continued. “So we’re down to two years. We’ll very soon be down to two years, and maybe we’ll even do better than that. And they may not get approved, and that’s okay, too, but at least you’re going to know if it’s not going to happen.”



Photo by Missouri DOT

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Legislation proposed Oct. 9 by Sen. John Barrasso, R-Wyo., who is chairman of the Senate Committee on Environment and Public Works, aims to terminate and repeal the up to \$7,500 electric vehicle federal tax credit, impose a “federal highway user fee” on the owners of alternative fuel vehicles and require that those fees be collected with the user’s tax return – with the monies gained from those fees to be transferred into the Highway Trust Fund.

[Above photo of an EV recharging station, courtesy of DDOT.]

“The electric vehicle tax credit largely benefits the wealthiest Americans and costs taxpayers billions of dollars,” Barrasso noted in a statement (<https://www.epw.senate.gov/public/index.cfm/press-releases-republican?ID=315BDF28-7F63-453F-A5EB-D13A2808E928>). “[Natural] gas, electric, and [other] alternative fuel vehicles use the same roads. All should contribute to maintain them. My bill (https://www.epw.senate.gov/public/_cache/files/7/2/72cb34f8-278a-4141-a378-b45b226b4127/547C60876A746A9AB45DB0DD88E82F57.the-fairness-for-every-driver-act.pdf) supports the Highway Trust Fund by making sure all drivers pay into the account that improves America’s roads.”

He added in an editorial (<https://www.epw.senate.gov/public/index.cfm/press-releases-republican?ID=458C8DCD-65E4-4E6B-8C7D-01C996164B75>) published with Investor’s Business Daily that between 2011 and 2017, electric-vehicle buyers received \$4.7 billion in tax credits – and that stopping such tax credits now could, according to calculations by the Manhattan Institute, save taxpayers roughly \$20 billion.



Sen. John Barrasso, photo by Gage Skidmore

“Removing the federal subsidy won’t collapse the electric-vehicle market,”

Barrasso stressed in his op-ed. “Forty-nine states have created their own subsidies. Most have also made it simpler to license or purchase electric cars. And drivers of electric cars pay nearly nothing for the wear and tear on our nation’s roads. Yet a Tesla causes just as much strain on America’s highways as traditional fuel-powered vehicles.”



Rep. Bill Shuster


Retiring Rep. Bill Shuster, R-Penn., the outgoing chairman of the House of Representatives Transportation & Infrastructure Committee, made a similar user fee proposition as part of a 108-page infrastructure funding proposal (<https://news.transportation.org/Pages/072718shuster.aspx>) released on July 23.


One aspect of that “draft plan” as he called it would create “new levies” on electric vehicles and bicycles – a 10 percent fee on the wholesale price of electric vehicle batteries and a 10 percent user fee on the wholesale price of adult bicycle tires – as well as reinstate the 4.3-cent-per-gallon fuel tax on diesel fuel (indexed to inflation) used by passenger trains eligible for funding under certain federal public transportation programs.


Barrasso noted in his op-ed that the Highway Trust Fund is “due to run out of money in 2021,” so the additional user fee that owners and operators of alternative fueled vehicles would pay under his legislation – a fee that is calculated using rates comparable to those already being paid by the drivers of traditionally powered vehicles – would help restore the fund’s solvency.

“That alone won’t make the trust fund solvent, but it’s a good start,” Barrasso said. “The Energy Information Administration projects 4 million light-duty electric vehicles will be on the road in 2025. If that holds true, this change will generate several billion dollars for the Highway Trust Fund over the next decade.”

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TOP STORY

State transportation director addresses funding needs for roads, bridges

SUE STERLING Staff writer Oct 25, 2018 Updated 15 hrs ago



Missouri Department of Transportation Director Patrick McKenna addresses the Noon Rotary Club on the condition of Missouri's road and bridges and the need for increased funding to maintain them.

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WARRENSBURG – Missouri has one of the best – and possibly the most underfunded – transportation systems in the nation, according to Patrick McKenna, director of the Missouri Department of Transportation.

McKenna, who has led MoDOT since December 2015, was guest speaker at the Noon Rotary Club on Tuesday, Oct. 23, where he presented facts and figures about the state's road and bridge system and the cost of maintaining and repairing it.

Over the last 10 years, MoDOT has executed 4,700 construction projects, bringing them in on time 94 percent of the time and 7 percent under budget, saving \$950 million, he said.

"A record unrivaled anywhere in the nation," he said.

The department accomplished that with 1,200 fewer employees, he said, following the economic downturn that led the Missouri Highway Commission to downsize the department in 2011, resulting in \$700 million in savings that were reinvested in the highway system.

But that did not satisfy all the needs, McKenna said.

"We have a very large task before us," he said, with 34,000 miles of roads and 10,400 bridges to maintain, with 900 of those bridges in poor condition and another 1,300 weight-restricted.

The state has the seventh largest transportation system in the nation but ranks 46th in the revenue per mile, with \$50,000 in revenue per mile compared to Iowa's \$149,000, and New Jersey's \$2.3 million per mile.

The road system, that costs \$55 billion to create will cost \$125 billion to replace, he said, with no ability to do so at the speed required.

The state also has 97,000 miles of local and county roads and 14,000 bridges maintained at the local level, he said.

Bridges built in the 1930s, during the infrastructure push during the Great Depression, benefited from repair work done the last 12 to 15 years, McKenna said.

He said what's ahead is the largest infrastructure investment the world has ever known to rehabilitate roads and bridges built in the 1950s and 1960s that are "well beyond their design life."

The Chain of Rocks bridge in St. Louis, Interstate 270 and Interstate 70 are important supply lines, he said, that need expensive upgrades, as well as the I-70 bridge at Rocheport, which carries all the east and westbound traffic on I-70.

"If we don't do something, we'll have lane closures on a regular basis in the next two or three years," McKenna said.

The state plans to take I-70 down to one lane in each direction starting in 2020 or 2021, he said, a project that could last from seven months to a year.

"If the plan is to proceed with the resources we have, traffic will back up to Columbia on a good day ... and to Kingdom City on a bad day," he said, causing an eight-hour delay.

Freight bottlenecks cost the economy \$64 billion per year, he said, far exceeding the cost of road improvements needed to prevent them.

One study of Missouri's transportation system concluded that current conditions cost \$7.8 billion per year in delays, vehicle repairs and incidents.

"That's a drag on the economy," McKenna said.

Revenue for transportation improvements have not kept pace with inflation over the last 22 years, he said, so the department has lost purchasing power.

"We can't build what we can't fund," he said.

Of the \$2.5 billion in transportation revenue, two-thirds comes from user fees, including the gas tax and vehicle license fees, he said, and one-third comes from the federal gas tax.

Revenue is shared with cities and counties, he said, and about a quarter-billion goes to the Missouri State Highway Patrol, a constitutional requirement.

Proposition D on the Nov. 6 election ballot would raise the gas tax from 17 cents to 27 cents per gallon over four years, which would return purchasing power to the 1996 level, he said.

"We're not expanding the size of government," he said. "It's about putting road work on the roads."

The increase would cost the average driver about \$1.25 per month, McKenna said.

Sue Sterling



Structurally-deficient bridges will benefit from Erie County's \$5 fee

By **Matthew Rink**

Posted Sep 17, 2018 at 2:00 AM

Planning committee trims list but has more work to do.

The extra \$5 it costs to register a vehicle in Erie County will fund repairs to bridges in the worst condition.

The county expects to receive \$1.2 million annually from the local-use fee, which took effect April 1. A steering committee of the Erie County Metropolitan Planning Organization met this past week to further discuss how the revenue will be spent. State law limits use of the funding to more than 30 different types of infrastructure projects. Erie County's MPO, which is made up of elected officials from around the county, as well as local and state engineers, will determine how the money is spent.

This past week, the committee reduced the list of projects up for consideration to 29 — specifically, the 29 locally-owned structurally-deficient bridges in the county. Bridge work will take precedence in the first two years the county receives the local-use fee. That's because the Pennsylvania Department of Transportation is matching local-use fee revenue up to \$2 million for bridge work.

There are 40 locally-owned structurally-deficient bridges in the county and six bridges that are considered structurally obsolete. Work has already been scheduled for some of those bridges.

Harborcreek Township Supervisor Tim May, a member of the MPO, said the committee will prioritize the list by considering average daily traffic counts, environmental impact and the effects a bridge closure would have on traffic detours. As for the condition of each bridge, factors like the materials a bridge is made from will also be weighed.

Emily Aloiz, secretary of the MPO, said there is still a lot of work to do before a decision will be reached on which projects will be funded.

"We're going to decide the bridges from that list of structurally-deficient bridges based on a ranking system," she said. "That ranking system will be the ADT (average daily traffic) and detour category and then the structural assessment that (PennDOT engineer) Mark Bredl is giving each bridge."

Aloiz said financing will also be a factor. If the MPO asks a municipality to cover some of the costs of a project, even if it means paying interest on a loan, that municipality could choose to participate or to forgo the improvements until a later date, which would, of course, factor into the final decision of the MPO. What, if any, financial role a municipality plays has not been determined. She also said the factors like project readiness will also be considered.

The MPO will hold a meeting to further discuss the local-use fee at 10 a.m. Wednesday at the Summit Township Municipal Building, 1230 W. Townhall Road.