



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

SEPTEMBER 21, 2016  
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION  
ORGANIZATION

**Technical Planning Committee Meeting Agenda**  
**Wednesday, September 21, 2016 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/Coltrin)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the July 20, 2016 Meeting Minutes ..... Tab 1**  
(1 minute/Coltrin)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE JULY 20, 2016  
MEETING MINUTES**

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

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. MoDOT Update**  
(5 minutes/Miller)

An update on any important information from MoDOT will be given.

**G. 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. OTO Technical Planning Committee Chair Rotation ..... Tab 3 (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 THE REMAINDER OF 2016 AND ALL OF 2017**

### **B. Amendment Number One to the FY 2017-2020 TIP ..... Tab 4 (5 minutes/Longpine)**

There are seven changes requested to the FY 2017-2020 Transportation Improvement Program which is included for member review.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2017-2020 TIP AMENDMENT NUMBER ONE TO THE BOARD OF DIRECTORS**

### **C. Administrative Modification Number One to the FY 2017-2020 TIP ..... Tab 5 (5 minutes/Longpine)**

There are five modifications that have been administratively approved by staff. Please see the attached materials for more information.

**NO ACTION REQUESTED - INFORMATIONAL ONLY**

### **D. Amendment Number One to the Long Range Transportation Plan..... Tab 6 (5 minutes/Longpine)**

An amendment to the Long Range Transportation Plan, *Transportation Plan 2040*, is requested to add sidewalks as an identified priority along Highway 14 and CC between Ozark and Nixa.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT ONE TO THE LONG RANGE TRANSPORTATION PLAN TO THE BOARD OF DIRECTORS**

### **E. Performance Measures Report..... Tab 7 (5 minutes/Longpine)**

Staff will give an overview of the performance of certain measures that are tracked in the OTO area.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

### **F. Regional Trail Investment Study ..... Tab 8 (10 minutes/Fields)**

The OTO Transportation Alternative Subcommittee has requested investment in a trail study to verify the feasibility of proposed regional trails and to provide cost estimates and prioritization of planned regional trails. TAP solicitation will be postponed until 2017.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND FUNDING A REGIONAL TRAIL INVESTMENT STUDY AND POSTPONE AWARDED TRANSPORTATION ALTERNATIVES FUNDING UNTIL FALL OF 2017.**

**G. Amendment Number One to the UPWP..... Tab 9**  
(5 minutes/Parks)

A UPWP amendment is requested in order to fund the Regional Trail Investment Study and outsourcing of graphic and web design services.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF UPWP AMENDMENT ONE TO THE BOARD OF DIRECTORS**

**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 10**

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 16, 2016 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Bob Cirtin, Presiding Commissioner Greene County  
Bob Stephens, City of Springfield Mayor  
Senator McCaskill's Office  
Senator Blunt's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

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**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM I.C.**

**July 20, 2016 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Technical Committee member review are the minutes from the July 20, 2016 Technical Planning Committee meetings. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

“Move to approve the July 20, 2016 Technical Planning Committee Minutes.”

OR

“Move to approve the July 20, 2016 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
July 20, 2016**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. Rick Artman, Greene County Highway	Mr. Brad McMahon, FHWA
Mr. David Brock, City of Republic	Mr. Frank Miller, MoDOT
Mr. Randall Brown, City of Willard	Mr. Jason Ray, SMCOG
Mr. King Coltrin, City of Strafford (Vice-Chair)	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Travis Cossey, City of Nixa	Mr. Andrew Seiler, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Kelly Turner, City Utilities Transit
Mr. Martin Gugel, City of Springfield	Ms. Eva Voss, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County
Mr. Kirk Juranas, City of Springfield	
Mr. Joel Keller, Greene County Hwy Dept. (a)	

*(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. Kent Morris, Greene County Planning
Mr. David Bishop, R-12 School District	Mr. Mark Schenkelberg, FAA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Jeremiah Shuler, FTA Representative
Mr. Tom Johnson, Missouri State University	Ms. Mary Lilly Smith, City of Springfield
Mr. Nicholas Konen, BNSF	Ms. Janette Vomund, MoDOT
Mr. Larry Martin, City of Ozark (Chair)	Mr. Terry Whaley, Ozark Greenways

Others present were: Ms. Joelle Cannon and Mr. Charles Smythe, Senator Roy Blunt's Office; Mr. David O'Connor, City of Willard; Ms. Karen Miller and Mr. Andy Mueller, MoDOT; Mr. Carl Carlson, Olsson Associates; Mr. Joshua Boley, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, and Mr. Mark Scott, Ozarks Transportation Organization; Mr. Brandon Jenson, SMCOG.

Mr. King Coltrin, Technical Planning Committee Vice-Chair, called the meeting to order at 1:36 pm.



## **I. Administration**

### **A. Introductions**

### **B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Cossey made the motion to approve the Technical Planning Committee meeting agenda. Mr. Brown seconded and the motion carried unanimously.

### **C. Approval of the May 18, 2016 Meeting Minutes**

Mr. Juranas made the motion to approve the May 18, 2016 meeting minutes. Mr. Cossey seconded and the motion was carried unanimously.

### **D. Public Comment Period for All Agenda Items**

None.

### **E. Staff Report**

Ms. Fields stated that the Missouri Highway Commission would be in town August 3. There is no confirmed time yet, but it will be emailed out when it is known. Matt Morrow, President of the Springfield Area Chamber of Commerce, will be presenting this year. He will highlight the Cost Share Program and how the region would like to see it restored, as well as how freight movement and economic development have been enhanced by the partnerships through the Cost Share Program. He will focus on some of the big freight projects at the presentation.

The OTO has some new staff members. Mark Scott is a student at Missouri State University and is with us for the summer. Andy Thomason is the new OTO planner and started in June. He is handling the Local Coordinating Board for Transit and Traffic Incident Management. He will also be handling the Transportation Alternative Program Committee and applications as well as the Congestion Management Committee.

Ms. Fields let the Technical Planning Committee know she would be out on vacation from July 25 through July 29. Ms. Longpine will be available for technical questions and Ms. Parks for administrative questions.

Staff continues to work on the Performance Measures. In addition, staff is working on the Congestion Management Process, extracting data from the travel time Wi-Fi units that are in place. Hopefully, there will be more information in the upcoming months on what congestions looks like in 2015 and 2016.

### **F. MoDOT Update**

Ms. Karen Miller introduced herself. She stated her background is Performance Management, so helping MoDOT, as well as the MPO's, to implement the new requirements for the performance based planning and programming required by MAP-21/FAST Act. She stated that OTO is very well positioned to meet the new requirements, now that the rules are out in terms of what is going to be a requirement. MoDOT has safety and planning done so far. MoDOT is developing an implementation plan of what is required of the state DOT and also what is required of the MPO: how will it impact the MTP, the TIP, and the due

dates. That is what MoDOT is currently working on and will be sharing that with the MPO staff.

#### **G. Legislative Reports**

Ms. Cannon stated that Congress is on vacation until the beginning of September. Senator Blunt is traveling around the state right now. There is not much on the legislative front.

## **II. New Business**

#### **A. Transportation Plan 2040 Final Draft**

Ms. Longpine stated that there should have been a copy of *Transportation Plan 2040* with the agenda. She thanked everyone who has been involved in the process. Hopefully nothing is new or a surprise. This started back in 2013, when the OTO updated the Travel Demand Model. There were meetings to look at the results of the Travel Demand Model and then the Major Thoroughfare Plan was updated. There were committee meetings and staff met with each jurisdiction. Each jurisdiction has gone out to their communities as well. There was a major public input process last March on the draft preparation. There was another big public input process this March. All of this has been compiled into the draft plan for recommendation to the Board of Directors in August. She presented the *Transportation Plan 2040* summary.

Mr. McMahon inquired about the Southwest Advisory Committee taking a look at freight to maybe establish a freight corridor as well as analysis of local goods and movement in year three. He asked if this would become the Freight Study for the Springfield Metropolitan Planning Area. Ms. Longpine stated the committee would look at that and see what information was available. The problem with freight data is that the OTO gets lumped into the rest of Missouri. Staff will have to wait and see what kind of detail can be obtained for a freight study. Mr. McMahon stated that maybe it could lead to it.

Ms. Longpine stated that FTA and FHWA reviewed an earlier version of the draft. The comments have been incorporated into this draft. Mr. McMahon stated the point was well made that ONEDOT had looked at it and had an opportunity to review it and comment along with MoDOT and FTA. A lot of the comments are questions and suggestions, and OTO has the ability to say yes or no to the suggestions. He said Ms. Longpine is referring to that process. When ONEDOT makes comments it does not necessarily mean that it will get implemented, and it does not have to in most cases. Ms. Longpine stated that unlike the other documents that go up for approval of the Governor and ONEDOT, the Board of Directors is the final approval for the Long Range Transportation Plan. Mr. McMahon stated that is a good point, that ONEDOT does not approve the plan.

Mr. Juranas asked since there was a discussion on freight, was there any more information on BNSF moving the hub of operations out of Springfield, MO to Kansas. Ms. Longpine stated that staff had not heard anything more on the topic. Mr. Juranas stated that BNSF was reorganizing.

Mr. Brock made the motion to recommend approval of *Transportation Plan 2040* to the Board of Directors. Mr. Gugel seconded and the motion carried unanimously.

#### **B. Draft FY 2017-2020 Transportation Improvement Program**

Ms. Longpine presented the Draft FY 2017-2020 Transportation Improvement Program, outlining the development process and highlighting funding for projects.

Ms. Longpine stated that there is Beyond ADA funding for the City Utilities portion of the Elderly and Disable funding for Human Services Vehicles. There are also some new buses. Mr. Turner stated that there were two paratransit buses and one fixed route bus.

Mr. Miller stated that the MPO Planning Process Certification is included in the TIP. He inquired if the Board of Directors will approve it with the TIP or separate it out? Ms. Longpine stated that the Board of Directors approves it as a separate item. Mr. McMahon stated it is just housed here in the document. When the ONEDOT approval comes it is called out as a separate approval item.

Mr. Brock questioned the Intersection Cost Share projects. Looking at the spring and summer, the projects are shown as a single project and would be examined in more detail and programmed specifically for location as time goes on. Ms. Longpine replied that there are two projects in there. One is identified as 2018 and the second is 2020 for the intersection improvements. As scoping is finished, and the cost estimates are finalized for each project and year, TIP amendments will be brought later this fall or winter. The OTO only programmed \$7 million available for STP-Urban. OTO will be partnering with MoDOT once some of the projects are finalized and that STP-Urban will be used. Mr. McMahon replied the projects will just be added.

Ms. Longpine stated that there are comments from FHWA and the OTO has not received comments from FTA at this time. If additional comments are received, those will be incorporated and shared with the Board of Directors as well.

Mr. Juranas made the motion to recommend approval of the FY 2017-2020 TIP to the Board of Directors. Mr. Artman seconded and the motion was carried unanimously.

#### **C. Reasonable Progress Extension**

Ms. Longpine stated that the latest round of Transportation Alternative Program funding had a reasonable progress monitoring policy implemented. At this point there has been one extension for the Willard Schools Sidewalk project. Willard Schools has already obligated the funding, so it is ahead of the proposed schedule.

There are two additional requests to extend funding. Staff has been assured that the other TAP projects are on schedule to be obligated by the September 30 deadline before moving into the new TIP. The first extension request is from the City of Republic. The City's time line is about five months behind schedule. Mr. Brock stated that the schedule is currently two months off to secure right-of-way and if there are any complications. The City has an acquisition from the school district and there is a formal process to declare the property surplus and then transfer it. The City is only running two months behind schedule, but there is only one request that can be sent in, so it is padded in case there are any other problems before acquisition and construction. Ms. Longpine stated that the second request is from the City of Springfield. This request puts the City eleven months behind schedule and it was from right-of-way issues as well. Mr. Juranas inquired if it was Mt. Vernon since it does not say which project. Ms. Longpine stated it was Grant and College Street.

Mr. Gugel made the motion to recommend approval of the Reasonable Progress Extension. Mr. Turner seconded and the motion carried unanimously.

**D. Discussion of Intersection Cost Share Projects**

Ms. Fields stated that MoDOT agreed to put in two rounds of intersection cost shares in the Statewide Transportation Improvement Program. There has been a little bit of shifting as far as the projects being 2018 or 2020. Everyone should be aware of those changes.

The City of Springfield's projects went to 2020, due to some additional information. One of the City of Ozark projects also moved. It is part of a five-lane project scheduled for Business Route 65 in 2019 and will be done in conjunction with that project. Included in the agenda is a list of projects with the proposed years, after MoDOT took time looking at the schedule. The cost estimates have not been updated from what were originally given. There should be updated cost estimates in the next couple of weeks before the applications are sent out. The plan is that applications will be available August 1 and due August 29. Revised estimates will be sent out. The application will ask for name, contact information, if federal or local funds will be used, and also if work has been done in the past that will be credited. The jurisdiction will have to agree to the federal terms and that there has not been any federal law violated in acquiring right-of-way. The jurisdiction will agree to the environmental processes and understand that it is going to look like the standard cost share agreement.

The Cost Share Applications have said that if there are any overages it will not be split fifty/fifty; it will be the jurisdiction's responsibility. Staff is trying to get good estimates going into this. The plan is that the applications will be due August 29, 2016 and then MoDOT is going to work on the program agreements for this fall. Those have to be in place before a TIP Amendment will go in the November/December Technical Planning Committee and Board of Directors cycle. The Governor will approve it in December or January and everyone can proceed.

Mr. McMahon asked who will ultimately be the project sponsor. Ms. Fields stated that MoDOT is the sponsor. That should be true on ninety percent of the projects. The details have not been worked out yet. Mr. Miller stated that the LPA might be leading in design, but MoDOT would be letting all the projects. Mr. McMahon asked if the total of the fifty percent column was the total that MoDOT is going to make available in the cost share. Mr. Miller stated that it was. Mr. McMahon inquired if everyone came with an application and the application was accepted then these projects would become reality on the cost share. Ms. Fields stated that staff is not expecting to have to make choices, and that all of the projects should be funded.

**E. Missouri Moves Cost Share Applications**

Ms. Fields stated that hopefully everyone was aware that the general assembly authorized \$20 million for a Cost Share program for FY 2017. MoDOT released an application for that \$20 million and it is due July 29. The application is heavily weighed for safety, toward being on the state system and for having up to 70 percent match. There are more points for non-federal match and the more ready the project, the more points.

The expectation is that there will be about six or seven projects from the OTO area. The applications that are expected are for buses for City Utilities Transit, one from the Airport

for a Transient Hangar (a temporary parking lot inside for aircrafts that do not have a hangar onsite, for protection from the weather). There are sidewalks proposed from the City of Nixa, to go along with the widening project of Highway 14 from U.S. 160 west to Nicholas, or Highway M. There are sidewalks proposed by the City of Ozark for Business Route 65 for the widening project to go along with that. The City of Springfield is proposing funding for the Jefferson Avenue Foot Bridge on Commercial Street over the railroad. There is also a trail connection on Grand Street. Staff is waiting to hear from Missouri State University, if there will be an application on that project.

Exclusive of MSU's application, that puts the total requested at \$2.5 million. The limit for the Southwest District as a whole is \$5 million. The limit is \$7 million in multi-modal for the state as a whole. The deadline is July 29 for the application to be submitted, however, staff is requesting the applications by tomorrow to prepare the letter of support. The OTO staff is coordinating for everyone with MoDOT to get the support letters.

Everything in the region is multimodal. This is the first time multimodal has been an option. Mr. McMahon asked if the statewide multimodal \$7 million has been allocated down to the Southwest. Ms. Fields said it was not allocated down.

Ms. Fields stated that she was asking for feedback from the Technical Planning Committee since there was not time for this to go to the Board of Directors.

Mr. Juranas made the motion to endorse the Missouri Moves Applications from the OTO area. Mr. Cossey seconded and the motion was carried unanimously.

### **III. Other Business**

#### **A. Technical Planning Committee Member Announcements**

Mr. Ray announced that Diane May, the SMOG Executive Director, would be retiring on August 1. There will be a dessert reception at Civil and Tap on Wednesday, July 27. Ms. Fields stated that she would send it out to everyone.

Mr. Turner stated that the Missouri Public Transit Association made the decision to have the 2017 Annual Meeting in Springfield. The dates are August 6-8, 2017. Mr. Coltrin asked how many people would be coming. Mr. Turner stated around two hundred.

#### **B. Transportation Issues for Technical Planning Committee Member Review**

None.

#### **C. Articles for Technical Planning Committee Member Information**

#### **D. Adjournment**

Mr. Gugel made the motion to adjourn at 2:30 p.m. Mr. Juranas seconded and the motion was carried unanimously.

**TAB 2**



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Ozarks Transportation Organization

September 7 at 9:17am - 

Interested in your community's trail and sidewalk development? The Bicycle-Pedestrian Advisory Committee meeting is today at 10:00 a.m. at the OTO offices. Discussion on the Trail Implementation Plan and Bicycle/Pedestrian Design Standards. #Trails #OTO #Sidewalks


76 people reached

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Write a comment.

 **Thomas H Baird IV** I cannot make the meeting this morning but a sidewalk connecting Brentwood South to the Greenways trail is much needed! We live so close to the trail but it's not safe for kids to cross Lone Pine because of street alignment.

Like Reply Message · September 7 at 9:44am

**Ozarks Transportation Organization** Thank you for your input! This will be shared with our members.

Like · Reply · September 7 at 2:39pm

 Ozarks Transportation Organization

September 6 at 12:43pm

Exciting innovation coming to a portion of Route 66!



**TAB 3**



## **TECHNICAL COMMITTEE AGENDA 09/21/2016; ITEM II.A.**

### **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.

The City of Ozark is unable to fulfill the chairman duties at this time. Staff is proposing that the next jurisdiction in line serve for the remaining of 2016 and all of 2017.

##### **TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE**

<b>Year</b>	<b>Jurisdiction</b>	
2009	Springfield	Harry Price
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
<b>Fall 2016-2017</b>	<b>Strafford</b>	<b>King Coltrin, Chairman</b>
<b>2018</b>	<b>Springfield</b>	<b>_____, Chairman-Elect</b>

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to elect the Chairman and Chairman-Elect positions for the remainder of 2017 and all of 2017 for the Technical Planning Committee as shown above.”

Or

“Move to elect the Chairman and Chairman-Elect positions for the remainder of 2017 and all of 2017 for the Technical Planning Committee with the following changes ...”

**TAB 4**

## **TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM II.B.**

### **Amendment Number One to the FY 2017-2020 Transportation Improvement Program**

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

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

Seven changes are proposed for Amendment Number 1 to the FY 2017-2020 Transportation Improvement Program. Projects 2, 3, 4, and 5 are resulting from the OTO/MoDOT Intersection Cost Share Program.

1. **\*New\*** Purchase Fixed Route Buses (CU1711)  
City Utilities received a discretionary Section 5339 Bus and Bus Facilities Grant from FTA and will be purchasing 11 buses. CU was awarded \$3,870,960 federal funds and the total programmed amount will be \$4,838,700.
2. **\*Revised\*** 5310-Council of Churches (MO1726-17A1)  
The Council of Churches submitted an additional request through the LCB for Transit for a second vehicle for their paratransit service, to be funded through the FTA Section 5310 Elderly and Disabled Transportation Program. Local funding is provided by the Council of Churches. This vehicle will support their Eldercare Transit program. The total programmed amount is now \$130,000 from \$65,000.
3. **\*New\*** 160/Tracker and 160/Northview Intersections (NX1801)  
This is a new project, adding scoping for intersection improvements at Tracker and Northview with Route 160. The total programmed amount is \$5,000 in state funding.
4. **\*New\*** South and Third in Ozark (OK1801)  
This is a new project, adding scoping for intersection improvements at South and Third in Ozark. The total programmed amount is \$5,000 in state funding.
5. **\*New\*** Republic Road and Repmo Drive/FR103 Intersection (RP1801)  
This is a new project, adding scoping for intersection improvements at Republic Road and Repmo Drive/Farm Road 103 near the Republic High School. The total programmed amount is \$5,000 in state funding.
6. **\*New\*** I-44 and Route 125 Improvements (ST1801)  
This is a new project, adding scoping for improvements to ramp intersections on the I-44 and Route 125 Interchange. The total programmed amount is \$5,000 in state funding.
7. **\*New\*** Miller Road Widening (WI1701)  
This is a new project, adding engineering, right-of-way, utilities, and construction for the widening of Miller Road in Willard. This project utilizes STPBG-U funding of \$974,896 with a total programmed amount of \$1,525,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

Recommend FY 2017-2020 Transportation Improvement Program Amendment Number One to the Board of Directors.



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

TIP # CU1711 PURCHASE FIXED ROUTE BUSES

**Route**

From N/A

To N/A

Location/Agency City Utilities

Federal Agency FTA

Responsible Agency City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



**Project Description**

Capital replacement of eleven, new 35-foot low-floor fixed route buses. Project also includes make-ready costs and training/workforce development activities associated with the replacement buses.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5339)	Federal	CAPITAL	\$3,870,960	\$0	\$0	\$0	\$3,870,960
LOCAL	Local	CAPITAL	\$967,740	\$0	\$0	\$0	\$967,740
<b>Totals</b>			<b>\$4,838,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,838,700</b>

**Notes**

Source of Federal Funds: FTA Section 5339 Discretionary Funding  
Source of Non-Federal Funds: CU Farebox, Advertising, and Ratepayers

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,838,700



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### F) Transit Section

TIP # MO1726 5310-COUNCIL OF CHURCHES

Route

From

To

Location/Agency Area Wide

Federal Agency FTA

Responsible Agency MoDOT-Council of Churches

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



#### Project Description

Wide Body "FF" Light Duty Cutaway Van for Eldercare Transit Service

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$52,000	\$0	\$0	\$0	\$52,000
LOCAL	Local	CAPITAL	\$13,000	\$0	\$0	\$0	\$13,000
<b>Totals</b>			<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Council of Churches

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$65,000



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO1726-17A1      5310-COUNCIL OF CHURCHES

**Route**

**From**

**To**

**Location/Agency**      Area Wide

**Federal Agency**      FTA

**Responsible Agency**      MoDOT-Council of Churches

**Federal Funding Category** 5310

**MoDOT Funding Category** N/A

**AC Year of Conv.**

**STIP #**



#### Project Description

Two (2) Wide Body "FF" Light Duty Cutaway Vans for Eldercare Transit Service

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$104,000	\$0	\$0	\$0	\$104,000
LOCAL	Local	CAPITAL	\$26,000	\$0	\$0	\$0	\$26,000
<b>Totals</b>			<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,000</b>

#### Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Council of Churches

FYI: Administered by MoDOT

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$130,000



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** NX1801      160/TRACKER AND 160/NORTHVIEW INTERSECTIONS

**Route** 160  
**From** at Tracker Road  
**To** at Northview Road  
**Location/Agency** City of Nixa  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.**  
**STIP #** 8P3088B



#### Project Description

Scoping for intersection improvements on Massey Boulevard at Tracker Road and Northview Road in Nixa.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,000



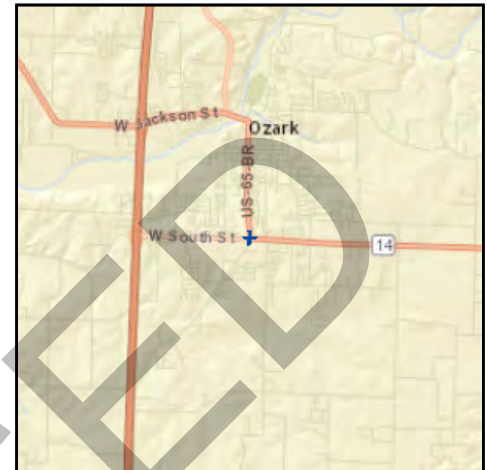


## Transportation Improvement Program - FY 2017-2020

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

#### J) Pending Amendment Section

**TIP #** OK1801      **SOUTH AND THIRD IN OZARK**  
**Route** 14  
**From** Bus. 65  
**To** Rte. 14  
**Location/Agency** City of Ozark  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** STP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.**  
**STIP #** 8P3088C



#### Project Description

Scoping for intersection improvements at the South Street (Business Rte. 65) and Third Street (Rte. 14) intersection in Ozark.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,000



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # RP1801** REPUBLIC ROAD AND REPMO DRIVE/FR103 INTERSECTION

**Route** M  
**From** Route M  
**To** FR 103/Repmo Drive  
**Location/Agency** City of Republic  
**Federal Agency** FHWA  
**Responsible Agency** MoDOT  
**Federal Funding Category** Safety  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**AC Year of Conv.**  
**STIP #** 8P3088D



#### Project Description

Scoping for a roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

#### Notes

Source of Non-Federal Funds: State Transportation Revenues, City of Republic, and Republic R-3 School District Cost Share

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,000



## Transportation Improvement Program - FY 2017-2020

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

#### J) Pending Amendment Section

**TIP #** ST1801 **I-44 AND ROUTE 125 IMPROVEMENTS**

**Route** 125

**From** I-44

**To** I-44

**Location/Agency** City of Strafford

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

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

**AC Year of Conv.**

**STIP #** 8P3088E



#### Project Description

Scoping for I-44 interchange ramp intersection improvements at Rte. 125 in Strafford.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
<b>Totals</b>			<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

#### Notes

Source of Non-Federal Funding: State Transportation Revenue and City of Strafford Cost Share

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$5,000



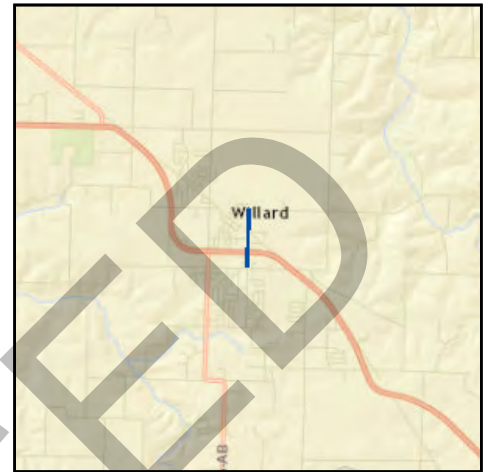
# Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

## J) Pending Amendment Section

**TIP #** WI1701 **MILLER ROAD WIDENING**

**Route** Miller  
**From** Farm Road 84  
**To** Kime/Highway O  
**Location/Agency** City of Willard  
**Federal Agency** FHWA  
**Responsible Agency** City of Willard  
**Federal Funding Category** STBG-U  
**MoDOT Funding Category** N/A  
**AC Year of Conv.**  
**STIP #**



### Project Description

Widening Miller Road from Jackson St. to US160. Add alternates include widening from US160 to Farm Road 84 and from Highway O (Kime) to Jackson St.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG-U)	Federal	ENG	\$76,000	\$120,000	\$0	\$0	\$196,000
LOCAL	Local	ENG	\$19,000	\$30,000	\$0	\$0	\$49,000
FHWA (STBG-U)	Federal	UTIL	\$0	\$100,000	\$0	\$0	\$100,000
LOCAL	Local	UTIL	\$0	\$25,000	\$0	\$0	\$25,000
FHWA (STBG-U)	Federal	ROW	\$0	\$40,000	\$0	\$0	\$40,000
LOCAL	Local	ROW	\$0	\$10,000	\$0	\$0	\$10,000
FHWA (STBG-U)	Federal	CON	\$0	\$613,896	\$0	\$0	\$613,896
LOCAL	Local	CON	\$0	\$491,104	\$0	\$0	\$491,104
<b>Totals</b>			<b>\$95,000</b>	<b>\$1,430,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525,000</b>

### Notes

Source of Non-Federal Funds: City of Willard Revenue

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,525,000

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal											Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2017																	
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000	
CC1701	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1501	\$1,679,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$419,982	\$0	\$0	\$0	\$0	\$2,099,909	
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$400,000	
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,900	\$0	\$0	\$0	\$38,100	\$0	\$0	\$381,000	
GR1603	\$0	\$51,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$0	\$0	\$57,000	
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$95,000	
GR1703	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
GR1704	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000	
MO1505	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
MO1608	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000	
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,800	\$0	\$0	\$0	\$365,200	\$0	\$0	\$1,826,000	
MO1613	\$0	\$0	\$489,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$612,000	
MO1614	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,000	\$0	\$0	\$1,120,000	
MO1615	\$0	\$0	\$728,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,200	\$0	\$0	\$911,000	
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000	
MO1617	\$0	\$3,082,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,500	\$0	\$0	\$3,425,000	
MO1618	\$0	\$1,792,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0	\$1,992,000	
MO1619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,600	\$0	\$0	\$0	\$199,400	\$0	\$0	\$997,000	
MO1701	\$315,000	\$0	\$234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$0	\$58,600	\$0	\$0	\$686,750	
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
MO1708	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000	
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
MO1710	\$0	\$0	\$448,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$0	\$560,000	
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1713	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1715	\$0	\$1,822,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,300	\$0	\$0	\$2,025,000	
MO1716	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
MO1718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,600	\$0	\$0	\$0	\$21,400	\$0	\$0	\$214,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$29,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000	
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
NX1702	\$0	\$0	\$1,277,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400	\$0	\$0	\$1,597,000	
NX1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX1704	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	
OK1401-17AM1	\$520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$2,000	\$0	\$0	\$652,000	
OK1701	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
OK1702	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$450,000	
OK1703	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
OK1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
RP1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	
SP1106	\$706,330	\$0	\$1,073,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,670	\$0	\$268,400	\$0	\$0	\$2,621,000	
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$3,017,698	\$0	\$0	\$343,000	\$754,424	\$750,000	\$0	\$7,506,734	
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000	
SP1122	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000	
SP1209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$3,155	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,708	\$0	\$271,823	\$0	\$326,177	\$0	\$0	\$2,992,000	
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
SP1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,294,400	\$0	\$0	\$0	\$1,323,600	\$0	\$0	\$6,618,000	
SP1604	\$0	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$64,000	
SP1605	\$0	\$0	\$0	\$0	\$0	\$982,005	\$0	\$0	\$0	\$0	\$267,095	\$0	\$0	\$0	\$0	\$1,250,000	
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,800	\$0	\$0	\$0	\$102,200	\$0	\$0	\$511,000	
SP1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,800	\$0	\$0	\$0	\$95,200	\$0	\$0	\$476,000	
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	

FY 2017 continued on next page

9/8/2016

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017 Continued																
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1706	\$0	\$0	\$0	\$3,585,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0	\$0	\$967,800	\$0	\$0	\$4,839,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$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	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0	\$0	\$105,800	\$0	\$0	\$529,000
SP1712	\$0	\$0	\$0	\$0	\$0	\$1,339,200	\$0	\$0	\$0	\$0	\$0	\$0	\$334,800	\$0	\$0	\$1,674,000
SP1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,210	\$0	\$0	\$0	\$0	\$270,210
ST1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$95,000
SUBTOTAL	\$6,404,664	\$6,873,500	\$5,725,600	\$3,594,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$14,433,906	\$0	\$2,589,813	\$343,000	\$7,328,201	\$750,000	\$0	\$53,030,389
2018																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1801	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$417,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$0	\$522,000
CC1702	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$825,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$617,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,400	\$0	\$0	\$771,700
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,467,200	\$0	\$0	\$0	\$616,800	\$0	\$0	\$3,084,000
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$4,305,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076,400	\$0	\$0	\$5,382,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$5,328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$592,000	\$0	\$0	\$5,920,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1716	\$331,000	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$0	\$58,800	\$0	\$0	\$707,750
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424,000	\$0	\$0	\$356,000	\$0	\$0	\$1,780,000
NX1702	\$0	\$0	\$4,727,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,800	\$0	\$0	\$5,909,000
NX1703	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
NX1704	\$0	\$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	\$0	\$32,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
OK1401-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
OK1701	\$0	\$0	\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
OK1702	\$0	\$0	\$4,983,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,800	\$0	\$0	\$6,229,000
OK1703	\$0	\$0	\$340,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,200	\$0	\$0	\$426,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,127,200	\$166,134	\$0	\$0	\$781,800	\$0	\$0	\$4,075,134
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0	\$0	\$186,400	\$0	\$0	\$932,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$394,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,944,800	\$0	\$0	\$0	\$736,200	\$0	\$0	\$3,681,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$5,800	\$0	\$0	\$29,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$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	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$556,104	\$0	\$0	\$0	\$0	\$1,430,000
SUBTOTAL	\$1,204,896	\$5,392,800	\$16,759,100	\$9,000	\$0	\$0	\$0	\$0	\$11,320,000	\$166,134	\$638,854	\$0	\$7,905,800	\$0	\$0	\$43,396,584

9/8/2016

**FINANCIAL SUMMARY**

**Roadways**

**YEARLY SUMMARY**

PROJECT	Federal										Local	Other	State		TOTAL		
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA		MoDOT-AC	
2019																	
CC1601	\$0	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$68,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
GR1703	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$0	\$214,000
GR1704	\$0	\$0	\$668,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$835,000
GR1705	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$344,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1709	\$0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$40,000
MO1711	\$0	\$0	\$518,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,600	\$0	\$0	\$648,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,200	\$0	\$0	\$0	\$0	\$14,800	\$0	\$0	\$74,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1717	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,812,000	\$0	\$0	\$0	\$0	\$1,453,000	\$0	\$0	\$7,265,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,926,400	\$0	\$0	\$0	\$0	\$981,600	\$0	\$0	\$4,908,000
OK1701	\$0	\$0	\$2,528,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,200	\$0	\$0	\$3,161,000
OK1703	\$0	\$0	\$6,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,200	\$0	\$0	\$7,631,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$162,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600	\$0	\$0	\$203,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,400	\$0	\$0	\$0	\$0	\$108,600	\$0	\$0	\$543,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,271,200	\$0	\$0	\$0	\$0	\$2,067,800	\$0	\$0	\$10,339,000
SP1707	\$0	\$0	\$247,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,800	\$0	\$0	\$309,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$0	\$121,600	\$11,003,400	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$0	\$0	\$0	\$7,703,200	\$0	\$0	\$37,450,000
2020																	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
GR1701	\$0	\$0	\$373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,400	\$0	\$0	\$467,000
GR1706	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$20,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$163,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$0	\$204,000
MO1711	\$0	\$0	\$4,468,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,200	\$0	\$0	\$5,586,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,479,200	\$0	\$0	\$0	\$0	\$1,869,800	\$0	\$0	\$9,349,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$0	\$70,600	\$0	\$0	\$353,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,400	\$0	\$0	\$0	\$0	\$209,600	\$0	\$0	\$1,048,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$628,800	\$0	\$0	\$0	\$0	\$157,200	\$0	\$0	\$786,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$1,120,000	\$27,000	\$5,031,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$280,000	\$0	\$0	\$3,884,600	\$0	\$0	\$19,724,000
GRAND TOTAL	\$8,729,560	\$12,414,800	\$38,619,700	\$3,621,800	\$2,250,000	\$1,339,200	\$982,906	\$320,000	\$53,738,506	\$166,134	\$3,508,687	\$343,000	\$26,821,801	\$750,000	\$0	\$0	\$153,600,973

**FINANCIAL CONSTRAINT**

**Roadways**

	Federal Funding Source															
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2017 Funds Programmed	\$6,404,664	\$6,873,500	\$5,725,600	\$3,594,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$14,433,906	\$0	\$41,924,375	\$2,589,813	\$8,078,201	\$343,000	\$6,648,603	<b>\$59,583,992</b>
2018 Funds Programmed	\$1,204,896	\$5,392,800	\$16,759,100	\$9,000	\$0	\$0	\$0	\$0	\$11,320,000	\$166,134	\$34,851,930	\$638,854	\$7,905,800	\$0	\$6,715,089	<b>\$50,111,673</b>
2019 Funds Programmed	\$0	\$121,600	\$11,003,400	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$29,746,800	\$0	\$7,703,200	\$0	\$6,782,240	<b>\$44,232,240</b>
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,031,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,559,400	\$280,000	\$3,884,600	\$0	\$6,850,063	<b>\$26,574,063</b>
<b>Total</b>	<b>\$ 8,729,560</b>	<b>\$ 12,414,900</b>	<b>\$ 38,519,700</b>	<b>\$ 3,621,600</b>	<b>\$ 2,250,000</b>	<b>\$ 1,339,200</b>	<b>\$ 982,905</b>	<b>\$ 320,000</b>	<b>\$ 53,738,506</b>	<b>\$ 166,134</b>	<b>\$ 122,082,505</b>	<b>\$ 3,508,667</b>	<b>\$ 27,571,801</b>	<b>\$ 343,000</b>	<b>\$ 26,995,995</b>	<b>\$180,501,968</b>

	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Available State and Federal Funding	\$0	\$34,680,775	\$35,872,220	\$37,063,664	\$37,075,338	<b>\$144,691,997</b>
Available Operations and Maintenance Funding	\$0	\$6,648,603	\$6,715,089	\$6,762,240	\$6,850,063	<b>\$26,995,995</b>
Available Suballocated Funding	\$17,300,705	\$5,192,459	\$5,806,798	\$5,922,934	\$6,041,392	<b>\$40,264,288</b>
TOTAL AVAILABLE FUNDING	\$17,300,705	\$46,521,837	\$48,394,107	\$49,768,838	\$49,966,793	
Prior Year Funding	\$17,300,705	\$4,238,550	\$2,520,984	\$8,057,582		
Programmed State and Federal Funding		<b>(\$59,583,992)</b>	<b>(\$50,111,673)</b>	<b>(\$44,232,240)</b>	<b>(\$26,574,063)</b>	<b>(\$180,501,968)</b>
<b>TOTAL REMAINING</b>	<b>\$17,300,705</b>	<b>\$4,238,550</b>	<b>\$2,520,984</b>	<b>\$8,057,582</b>	<b>\$31,450,312</b>	<b>\$31,450,312</b>



## FINANCIAL SUMMARY

### Transit

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
<b>2017</b>						
CU1514	\$0	\$51,880	\$0	\$12,970	\$0	<b>\$64,850</b>
CU1700	\$1,700,000	\$0	\$0	\$1,750,000	\$50,000	<b>\$3,500,000</b>
CU1701	\$447,792	\$0	\$0	\$111,948	\$0	<b>\$559,740</b>
CU1702	\$255,000	\$0	\$0	\$64,826	\$0	<b>\$319,826</b>
CU1704	\$160,000	\$0	\$0	\$40,000	\$0	<b>\$200,000</b>
CU1705	\$25,930	\$0	\$0	\$6,482	\$0	<b>\$32,412</b>
CU1707	\$0	\$206,076	\$0	\$51,519	\$0	<b>\$257,595</b>
CU1709	\$0	\$0	\$416,000	\$73,412	\$0	<b>\$489,412</b>
<b>CU1711</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,870,960</b>	<b>\$967,740</b>	<b>\$0</b>	<b>\$4,838,700</b>
MO1506	\$0	\$419,470	\$0	\$104,867	\$0	<b>\$524,337</b>
MO1507	\$0	\$46,608	\$0	\$0	\$0	<b>\$46,608</b>
MO1724	\$0	\$41,643	\$0	\$10,411	\$0	<b>\$52,054</b>
MO1725	\$0	\$26,392	\$0	\$6,598	\$0	<b>\$32,990</b>
<b>MO1726-17A1</b>	<b>\$0</b>	<b>\$104,000</b>	<b>\$0</b>	<b>\$26,000</b>	<b>\$0</b>	<b>\$130,000</b>
MO1727	\$0	\$61,572	\$0	\$15,394	\$0	<b>\$76,966</b>
MO1728	\$0	\$32,383	\$0	\$0	\$0	<b>\$32,383</b>
MO1729	\$0	\$136,783	\$0	\$34,196	\$0	<b>\$170,979</b>
<b>SUBTOTAL</b>	<b>\$2,588,722</b>	<b>\$1,126,807</b>	<b>\$4,286,960</b>	<b>\$3,276,363</b>	<b>\$50,000</b>	<b>\$11,328,852</b>
<b>GRAND TOTAL</b>	<b>\$2,588,722</b>	<b>\$1,126,807</b>	<b>\$4,286,960</b>	<b>\$3,276,363</b>	<b>\$50,000</b>	<b>\$11,328,852</b>

## FINANCIAL CONSTRAINT

### Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
FY 2017						
Funds Anticipated	\$ 2,588,722	\$ 1,126,807	\$ 4,286,960	\$ 3,276,363	\$ 50,000	\$11,328,852
Funds Programmed	(\$2,588,722)	(\$1,126,807)	(\$4,286,960)	(\$3,276,363)	(\$50,000)	(\$11,328,852)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0
FY 2018						
Funds Anticipated	\$ 2,647,478	\$ 273,197	\$ 252,962	\$ 634,727	\$ -	\$3,808,364
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$2,647,478	\$273,197	\$252,962	\$634,727	\$0	\$3,808,364
FY 2019						
Funds Anticipated	\$ 2,703,605	\$ 278,989	\$ 259,691	\$ 648,457	\$ -	\$3,890,742
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$2,703,605	\$278,989	\$259,691	\$648,457	\$0	\$7,699,105
FY 2020						
Funds Anticipated	\$2,760,921	\$ 284,903	\$ 266,564	\$ 662,478	\$ -	\$3,974,866
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$2,760,921	\$284,903	\$266,564	\$662,478	\$0	\$11,673,971

**TAB 5**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM II.C.**

**Administrative Modification Number One to the FY 2017-2020 Transportation Improvement Program**

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

**DESCRIPTION:**

There are five total items included as part of Administrative Modification Number One to the FY 2017-2020 Transportation Improvement Program.

Moving a project from a prior adopted TIP to the current TIP:

- Finley River Park Connection - EN1503
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
- Hartley Road Sidewalks - EN1504
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
- McGuffey Park Connection Sidewalks - EN1505
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
- South Dry Sac Trail Connections - EN1507
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*

Moving a project from a prior adopted TIP to the current TIP

AND

Minor Changes to funding sources between federal funding categories or between state and local sources

- Intersection Improvements at Jackson and NN - OK1401
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
  - *Changing Engineering that was MoDOT-AC to MoDOT funding*

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

No action requested. Informational only.



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

13 September 2016

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 2017-2020 Transportation Improvement Program (TIP) on September 8, 2016. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following page.

Also note that the format for TIP numbers on revised projects has been changed for tracking purposes. The core TIP number remains for each project, but the fiscal year and revision type and number have been added. 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

## **Administrative Modification 1 to the FY 2017-2020 Transportation Improvement Program**

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

#### **DESCRIPTION:**

There are five total items included as part of Administrative Modification One to the FY 2017-2020 Transportation Improvement Program.

Moving a project from a prior adopted TIP to the current TIP:

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- Hartley Road Sidewalks - EN1504
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
- McGuffey Park Connection Sidewalks - EN1505
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
- South Dry Sac Trail Connections - EN1507
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*

Moving a project from a prior adopted TIP to the current TIP

AND

Minor Changes to funding sources between federal funding categories or between state and local sources

- Intersection Improvements at Jackson and NN - OK1401
  - *Moving project from FY 2015-2018 TIP, with funding moving from FY 2016 to FY 2017*
  - *Changing Engineering that was MoDOT-AC to MoDOT funding*



## Transportation Improvement Program - FY 2017-2020

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

#### D) Bicycle & Pedestrian Section

**TIP #** EN1503-17AM1 **FINLEY RIVER PARK CONNECTION**

**Route** North 4th and East Parkside

**From** Neil Grubagh Park

**To** Finley River Park

**Location/Agency** City of Ozark

**Federal Agency** FHWA

**Responsible Agency** City of Ozark

**Federal Funding Category** TAP

**MoDOT Funding Category** None

**AC Year of Conv.**

**STIP #** 9901811



#### Project Description

Sidewalk connection between Finley River Park and Neil Grubagh Park, including crosswalks and curb ramps.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (TAP)	Federal	ENG	\$18,599	\$0	\$0	\$0	\$18,599
LOCAL	Local	ENG	\$4,650	\$0	\$0	\$0	\$4,650
FHWA (TAP)	Federal	CON	\$85,926	\$0	\$0	\$0	\$85,926
LOCAL	Local	CON	\$21,482	\$0	\$0	\$0	\$21,482
<b>Totals</b>			<b>\$130,657</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,657</b>

#### Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

<b>Prior Cost</b>	\$23,051
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$153,708



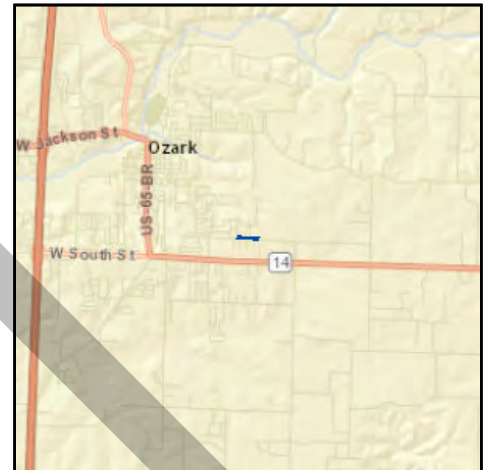
## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP #** EN1504-17AM1 **HARTLEY ROAD SIDEWALKS**

**Route** East Hartley Road  
**From** South 18th Street  
**To** Ozark East Elementary  
**Location/Agency** City of Ozark  
**Federal Agency** FHWA  
**Responsible Agency** City of Ozark  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**AC Year of Conv.**  
**STIP #** 9901812



#### Project Description

Sidewalk on the north side of East Hartley Road from South 18th Street to Ozark East Elementary, including ramps and crosswalks.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (TAP)	Federal	ENG	\$24,042	\$0	\$0	\$0	\$24,042
LOCAL	Local	ENG	\$6,011	\$0	\$0	\$0	\$6,011
FHWA (TAP)	Federal	CON	\$96,024	\$0	\$0	\$0	\$96,024
LOCAL	Local	CON	\$24,006	\$0	\$0	\$0	\$24,006
<b>Totals</b>			<b>\$150,083</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,083</b>

#### Notes

Source of Local Funds: Ozark School District and City of Ozark general funds.

<b>Prior Cost</b>	\$26,961
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$177,044





# Transportation Improvement Program - FY 2017-2020

## Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP # EN1505-17AM1** MCGUFFEY PARK CONNECTION SIDEWALKS

**Route** W. Ivy Creek Dr., N. 11th St., N. 12th St.

**From** McGuffey Park Subdivision

**To** Ozark Upper Elementary

**Location/Agency** City of Ozark

**Federal Agency** FHWA

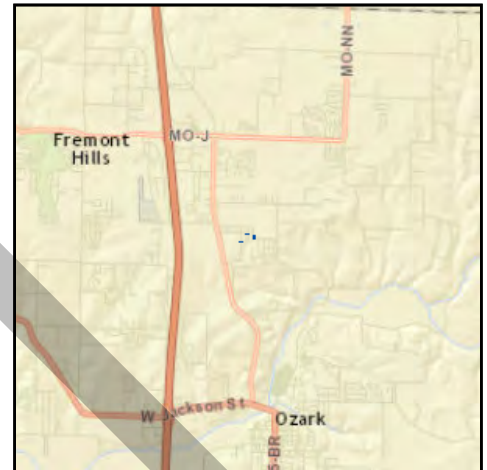
**Responsible Agency** City of Ozark

**Federal Funding Category** TAP

**MoDOT Funding Category** N/A

**AC Year of Conv.**

**STIP #** 9901813



#### Project Description

Sidewalk along three streets in the McGuffey Park Subdivision to create an uninterrupted route to Ozark Upper Elementary School, including West Ivy Creek Drive, North 11th Street, and North 12th Street.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (TAP)	Federal	ENG	\$7,579	\$0	\$0	\$0	\$7,579
LOCAL	Local	ENG	\$1,895	\$0	\$0	\$0	\$1,895
FHWA (TAP)	Federal	CON	\$21,640	\$0	\$0	\$0	\$21,640
LOCAL	Local	CON	\$5,410	\$0	\$0	\$0	\$5,410
<b>Totals</b>			<b>\$36,524</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,524</b>

#### Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

<b>Prior Cost</b>	\$13,519
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$50,043



## Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

### D) Bicycle & Pedestrian Section

**TIP # EN1507-17AM1** SOUTH DRY SAC TRAIL CONNECTIONS

**Route** South Dry Sac Trail  
**From** Fulbright  
**To** David C. Murray Park  
**Location/Agency** Greene County  
**Federal Agency** FHWA  
**Responsible Agency** Springfield-Greene County Parks  
**Federal Funding Category** TAP  
**MoDOT Funding Category** N/A  
**AC Year of Conv.**  
**STIP #** 5901806



#### Project Description

Missing connections on South Dry Sac Trail between Fulbright and David C. Murray Park.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (TAP)	Federal	ENG	\$14,400	\$0	\$0	\$0	\$14,400
LOCAL	Local	ENG	\$3,600	\$0	\$0	\$0	\$3,600
FHWA (TAP)	Federal	CON	\$178,280	\$0	\$0	\$0	\$178,280
LOCAL	Local	CON	\$44,570	\$0	\$0	\$0	\$44,570
<b>Totals</b>			<b>\$240,850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,850</b>

#### Notes

Source of Local Funding: Greene County, Springfield-Greene County Park Board, Ozark Greenways.

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$240,850



# Transportation Improvement Program - FY 2017-2020

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** OK1401-17AM1 INTERSECTION IMPROVEMENTS AT JACKSON AND NN

**Route** Rte. 14 (Jackson)

**From** Rte. 14

**To** at Rte. NN

**Location/Agency** City of Ozark

**Federal Agency** FHWA

**Responsible Agency** MoDOT

**Federal Funding Category** STP

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

**AC Year of Conv.** FY 2017, FY 2018, FY 2019

**STIP #** 8P3015



#### Project Description

Scoping for intersection improvements at Jackson Street and Rte. NN in Ozark.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG-U)	Federal	ENG	\$240,000	\$0	\$0	\$0	\$240,000
LOCAL	Local	ENG	\$60,000	\$0	\$0	\$0	\$60,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
FHWA (STBG-U)	Federal	ROW	\$280,000	\$0	\$0	\$0	\$280,000
LOCAL	Local	ROW	\$70,000	\$0	\$0	\$0	\$70,000
<b>Totals</b>			<b>\$652,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$654,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues and City of Ozark  
Local Funding

<b>Prior Cost</b>	\$16,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$670,000

## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

	Federal				Local	State		
PROJECT	FHWA (STBG-U)	FHWA (STP)	FHWA (TAP)	FHWA (STAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2017								
EN1503-17AM1	\$0	\$0	\$104,525	\$0	\$26,132	\$0	\$0	\$130,657
EN1504-17AM1	\$0	\$0	\$120,066	\$0	\$30,017	\$0	\$0	\$150,083
EN1505-17AM1	\$0	\$0	\$29,219	\$0	\$7,305	\$0	\$0	\$36,524
EN1506	\$0	\$0	\$205,465	\$0	\$130,042	\$0	\$0	\$335,507
EN1507-17AM1	\$0	\$0	\$192,680	\$0	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$250,000	\$0	\$179,000	\$0	\$0	\$429,000
EN1513	\$500,480	\$0	\$0	\$0	\$125,119	\$0	\$0	\$625,599
EN1701	\$0	\$237,600	\$0	\$128,000	\$0	\$91,400	\$0	\$457,000
EN1702	\$0	\$343,200	\$0	\$212,000	\$0	\$138,800	\$0	\$694,000
EN1703	\$0	\$65,000	\$0	\$155,000	\$0	\$55,000	\$0	\$275,000
EN1704	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$23,000
EN1705	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN1706	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$500,480	\$673,800	\$648,145	\$495,000	\$482,331	\$297,200	\$20,000	\$3,116,956
FY 2018								
EN1704	\$0	\$21,400	\$0	\$77,000	\$0	\$24,600	\$0	\$123,000
EN1705	\$0	\$73,200	\$0	\$0	\$0	\$17,800	\$0	\$91,000
EN1706	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$11,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$103,400	\$0	\$77,000	\$0	\$49,600	\$20,000	\$250,000
FY 2019								
EN1705	\$0	\$116,800	\$0	\$300,000	\$0	\$104,200	\$0	\$521,000
EN1706	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$11,000
SUBTOTAL	\$0	\$125,600	\$0	\$300,000	\$0	\$106,400	\$0	\$532,000
FY 2020								
EN1706	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
GRAND TOTAL	\$500,480	\$910,800	\$648,145	\$872,000	\$482,331	\$455,200	\$40,000	\$3,908,956

9/8/2016

9/8/2016

9/8/2016

9/8/2016

9/8/2016

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

					Local	MoDOT	MoDOT-AC	TOTAL
	STBG-U	STP	TAP	STAP				
PRIOR YEAR								
Balance			\$ 268,901					\$ 268,901
FY 2017								
Funds Anticipated	\$ 500,480	\$ 673,800	\$ 405,085	\$ 495,000	\$ 482,331	\$ 297,200	\$ 20,000	\$ 2,373,416
Funds Programmed	\$ (500,480)	\$ (673,800)	\$ (648,145)	\$ (495,000)	\$ (482,331)	\$ (297,200)	\$ (20,000)	\$ (2,616,476)
Running Balance	\$ -	\$ -	\$ 25,841	\$ -	\$ -	\$ -	\$ -	\$ 25,841
FY 2018								
Funds Anticipated	\$ -	\$ 103,400	\$ 413,187	\$ 77,000	\$ -	\$ 49,600	\$ 20,000	\$ 663,187
Funds Programmed	\$ -	\$ (103,400)	\$ -	\$ (77,000)	\$ -	\$ (49,600)	\$ (20,000)	\$ (250,000)
Running Balance	\$ -	\$ -	\$ 439,028	\$ -	\$ -	\$ -	\$ -	\$ 439,028
FY 2019								
Funds Anticipated	\$ -	\$ 103,400	\$ 421,450	\$ 77,000	\$ -	\$ 49,600	\$ 20,000	\$ 671,450
Funds Programmed	\$ -	\$ (103,400)	\$ -	\$ (77,000)	\$ -	\$ (49,600)	\$ (20,000)	\$ (250,000)
Running Balance	\$ -	\$ -	\$ 860,478	\$ -	\$ -	\$ -	\$ -	\$ 860,478
FY 2020								
Funds Anticipated	\$ -	\$ 8,000	\$ 429,879	\$ -	\$ -	\$ 2,000	\$ -	\$ 439,879
Funds Programmed	\$ -	\$ (8,000)	\$ -	\$ -	\$ -	\$ (2,000)	\$ -	\$ (10,000)
Running Balance	\$ -	\$ -	\$ 1,290,357	\$ -	\$ -	\$ -	\$ -	\$ 1,290,357

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2017																	
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$1,679,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$419,982	\$0	\$0	\$0	\$0	\$0	\$2,099,909
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$400,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,900	\$0	\$0	\$0	\$38,100	\$0	\$0	\$0	\$381,000
GR1603	\$0	\$51,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$0	\$0	\$0	\$57,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$0	\$95,000
GR1703	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1704	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1608	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$0	\$39,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,800	\$0	\$0	\$0	\$365,200	\$0	\$0	\$0	\$1,826,000
MO1613	\$0	\$0	\$489,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$0	\$612,000
MO1614	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,000	\$0	\$0	\$0	\$1,120,000
MO1615	\$0	\$0	\$728,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,200	\$0	\$0	\$0	\$911,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$0	\$50,400	\$0	\$0	\$0	\$252,000
MO1617	\$0	\$3,082,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,500	\$0	\$0	\$0	\$3,425,000
MO1618	\$0	\$1,792,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0	\$0	\$1,992,000
MO1619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,600	\$0	\$0	\$0	\$199,400	\$0	\$0	\$0	\$997,000
MO1701	\$315,000	\$0	\$234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$0	\$58,600	\$0	\$0	\$0	\$686,750
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1708	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$448,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$560,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1713	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1715	\$0	\$1,822,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,300	\$0	\$0	\$0	\$2,025,000
MO1716	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,600	\$0	\$0	\$0	\$21,400	\$0	\$0	\$0	\$214,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
NX1702	\$0	\$0	\$1,277,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400	\$0	\$0	\$0	\$1,597,000
NX1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1401-17AM1	\$520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$2,000	\$0	\$0	\$0	\$652,000
OK1701	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
OK1702	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$450,000
OK1703	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1106	\$706,330	\$0	\$1,073,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,670	\$0	\$268,400	\$0	\$0	\$0	\$2,621,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$3,017,698	\$0	\$0	\$343,000	\$754,424	\$750,000	\$0	\$0	\$7,506,734
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$0	\$167,000
SP1122	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$30,000
SP1209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$0	\$3,155
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,708	\$0	\$271,823	\$0	\$326,177	\$0	\$0	\$0	\$2,992,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,294,400	\$0	\$0	\$0	\$1,323,600	\$0	\$0	\$0	\$6,618,000
SP1604	\$0	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$64,000
SP1605	\$0	\$0	\$0	\$0	\$0	\$0	\$982,905	\$0	\$0	\$0	\$267,095	\$0	\$0	\$0	\$0	\$0	\$1,250,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,800	\$0	\$0	\$0	\$102,200	\$0	\$0	\$0	\$511,000
SP1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,800	\$0	\$0	\$0	\$95,200	\$0	\$0	\$0	\$476,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000

FY 2017 continued on next page

9/8/2016

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017 Continued																
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1706	\$0	\$0	\$0	\$3,585,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0	\$0	\$967,800	\$0	\$0	\$4,839,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$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	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0	\$0	\$105,800	\$0	\$0	\$529,000
SP1712	\$0	\$0	\$0	\$0	\$0	\$1,339,200	\$0	\$0	\$0	\$0	\$0	\$0	\$334,800	\$0	\$0	\$1,674,000
SP1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,210	\$0	\$0	\$0	\$0	\$270,210
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$6,404,664	\$6,873,500	\$5,725,600	\$3,594,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$14,433,906	\$0	\$2,589,813	\$343,000	\$7,308,201	\$750,000	\$0	\$52,915,389
2018																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$417,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$0	\$522,000
CC1702	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$825,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$617,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,400	\$0	\$0	\$771,700
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,467,200	\$0	\$0	\$0	\$616,800	\$0	\$0	\$3,084,000
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$4,305,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076,400	\$0	\$0	\$5,382,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$5,328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$592,000	\$0	\$0	\$5,920,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1716	\$331,000	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$0	\$58,800	\$0	\$0	\$707,750
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424,000	\$0	\$0	\$0	\$356,000	\$0	\$0	\$1,780,000
NX1702	\$0	\$0	\$4,727,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,800	\$0	\$0	\$5,909,000
NX1703	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
NX1704	\$0	\$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	\$0	\$32,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
OK1401-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
OK1701	\$0	\$0	\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
OK1702	\$0	\$0	\$4,983,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,800	\$0	\$0	\$6,229,000
OK1703	\$0	\$0	\$340,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,200	\$0	\$0	\$426,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,127,200	\$166,134	\$0	\$0	\$781,800	\$0	\$0	\$4,075,134
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0	\$0	\$186,400	\$0	\$0	\$932,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$394,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,944,800	\$0	\$0	\$0	\$736,200	\$0	\$0	\$3,681,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$5,800	\$0	\$0	\$29,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$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	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$331,000	\$5,392,800	\$16,759,100	\$9,000	\$0	\$0	\$0	\$0	\$11,320,000	\$166,134	\$82,750	\$0	\$7,905,800	\$0	\$0	\$41,966,584

9/8/2016

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal										Local	Other	State		TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA		MoDOT-AC
2019																
CC1601	\$0	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$68,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
GR1703	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$0	\$214,000
GR1704	\$0	\$0	\$668,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$835,000
GR1705	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$344,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1709	\$0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$40,000
MO1711	\$0	\$0	\$518,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,600	\$0	\$0	\$648,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,200	\$0	\$0	\$0	\$14,800	\$0	\$0	\$74,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1717	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,812,000	\$0	\$0	\$0	\$1,453,000	\$0	\$0	\$7,265,000
NX1704	\$0	\$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	\$0	\$3,926,400	\$0	\$0	\$0	\$981,600	\$0	\$0	\$4,908,000
OK1701	\$0	\$0	\$2,528,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,200	\$0	\$0	\$3,161,000
OK1703	\$0	\$0	\$6,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,200	\$0	\$0	\$7,631,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$162,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600	\$0	\$0	\$203,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,400	\$0	\$0	\$0	\$108,600	\$0	\$0	\$543,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,271,200	\$0	\$0	\$0	\$2,067,800	\$0	\$0	\$10,339,000
SP1707	\$0	\$0	\$247,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,800	\$0	\$0	\$309,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
SP1709	\$0	\$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	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$0	\$121,600	\$11,003,400	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$0	\$0	\$7,703,200	\$0	\$0	\$37,450,000
2020																
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$280,000	\$0	\$2,000	\$0	\$0	\$10,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
GR1701	\$0	\$0	\$373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,400	\$0	\$0	\$467,000
GR1706	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$20,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$163,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$0	\$204,000
MO1711	\$0	\$0	\$4,468,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,200	\$0	\$0	\$5,586,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,479,200	\$0	\$0	\$0	\$1,869,800	\$0	\$0	\$9,349,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$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	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG1001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$70,600	\$0	\$0	\$353,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,400	\$0	\$0	\$0	\$209,600	\$0	\$0	\$1,048,000
SP1709	\$0	\$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	\$0	\$628,800	\$0	\$0	\$0	\$157,200	\$0	\$0	\$786,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$1,120,000	\$27,000	\$5,031,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$280,000	\$0	\$3,884,600	\$0	\$0	\$19,724,000
GRAND TOTAL	\$7,855,664	\$12,414,900	\$38,619,700	\$3,621,800	\$2,250,000	\$1,339,200	\$982,906	\$320,000	\$53,738,506	\$166,134	\$2,952,563	\$343,000	\$26,801,801	\$750,000	\$0	\$152,065,973



**FINANCIAL CONSTRAINT**

**Roadways**

	Federal Funding Source											Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds					
2017 Funds Programmed	\$6,404,664	\$6,873,500	\$5,725,600	\$3,594,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$14,433,906	\$0	\$41,924,375	\$2,589,813	\$8,058,201	\$343,000	\$6,648,603	\$59,563,992
2018 Funds Programmed	\$331,000	\$5,392,800	\$16,759,100	\$9,000	\$0	\$0	\$0	\$0	\$11,320,000	\$166,134	\$33,978,034	\$82,750	\$7,905,800	\$0	\$6,715,089	\$48,681,673
2019 Funds Programmed	\$0	\$121,600	\$11,003,400	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$29,746,800	\$0	\$7,703,200	\$0	\$6,782,240	\$44,232,240
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,031,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,559,400	\$280,000	\$3,884,600	\$0	\$6,850,063	\$26,574,063
Total	\$ 7,855,664	\$ 12,414,900	\$ 38,519,700	\$ 3,621,600	\$ 2,250,000	\$ 1,339,200	\$ 982,905	\$ 320,000	\$ 53,738,506	\$ 166,134	\$ 121,208,609	\$ 2,952,563	\$ 27,551,801	\$ 343,000	\$ 26,995,995	\$179,051,968

	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Available State and Federal Funding	\$0	\$34,680,775	\$35,872,220	\$37,063,664	\$37,075,338	\$144,691,997
Available Operations and Maintenance Funding	\$0	\$6,648,603	\$6,715,089	\$6,762,240	\$6,850,063	\$26,995,995
Available Suballocated Funding	\$17,300,705	\$5,192,459	\$5,806,798	\$5,922,934	\$6,041,392	\$40,264,288
TOTAL AVAILABLE FUNDING	\$17,300,705	\$46,521,837	\$48,394,107	\$49,768,838	\$49,966,793	
Prior Year Funding		\$17,300,705	\$4,258,550	\$3,970,984	\$9,507,582	
Programmed State and Federal Funding		(\$59,563,992)	(\$48,681,673)	(\$44,232,240)	(\$26,574,063)	(\$179,051,968)
<b>TOTAL REMAINING</b>	<b>\$17,300,705</b>	<b>\$4,258,550</b>	<b>\$3,970,984</b>	<b>\$9,507,582</b>	<b>\$32,900,312</b>	<b>\$32,900,312</b>

**TAB 6**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM II.D.**

**Amendment Number One to the Long Range Transportation Plan**

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

**AGENDA DESCRIPTION:**

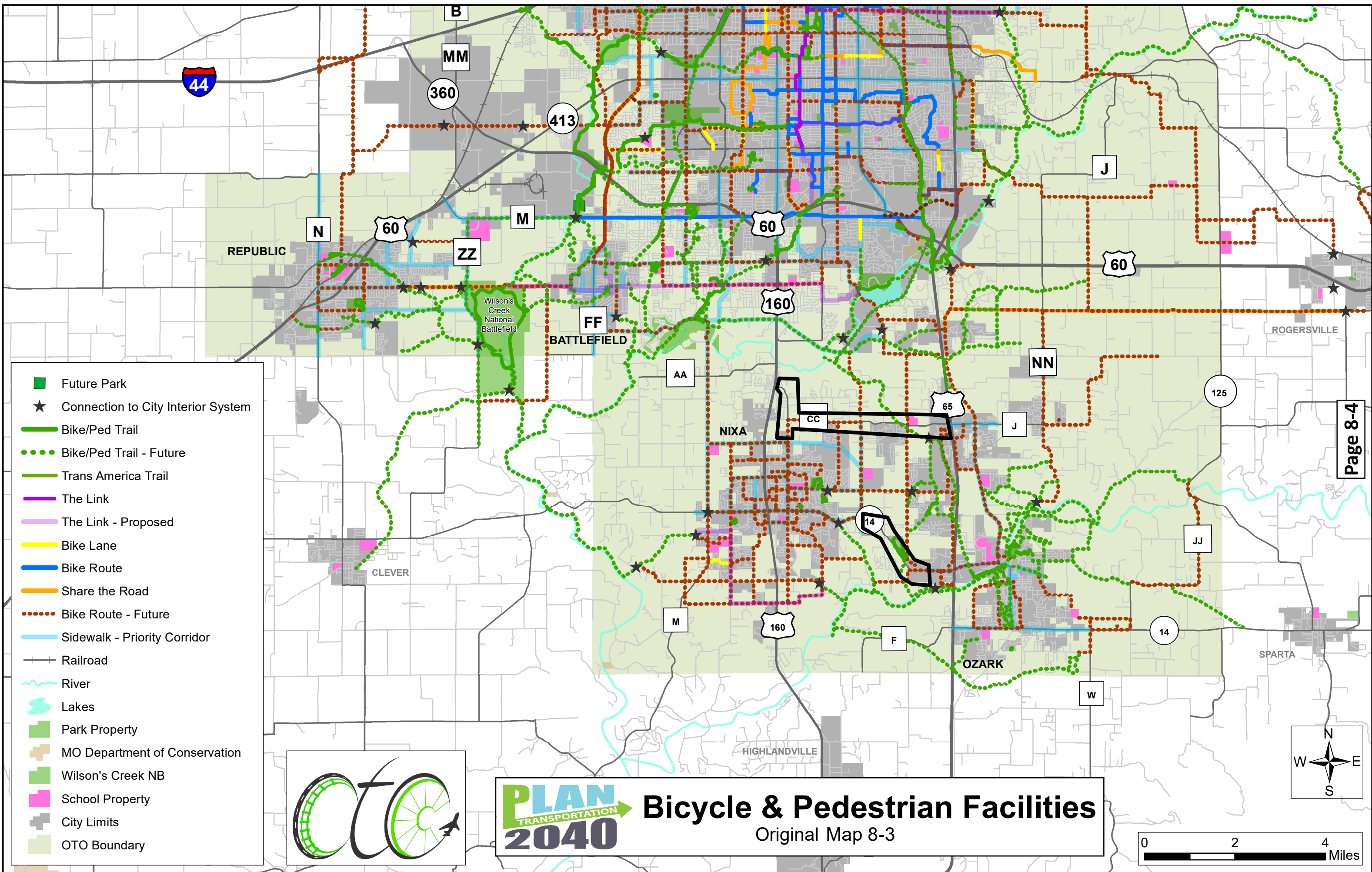
OTO staff is requesting to amend *Transportation Plan 2040*, the long range transportation plan, to include two priority sidewalk corridors. Additional review of the Bicycle and Pedestrian Facilities map has shown that a gap exists along two corridors which are targeted for future commercial development – Route CC and Highway 14. Route CC is not currently a priority sidewalk corridor between US 160 and US 65. Route 14 has a gap between Cheyenne and 22nd Street. Adding these routes will maintain consistency with other priority sidewalk corridors being placed along commercial corridors. Both Route CC and Highway 14 are targeted for future commercial development beyond what is already occurring. Both of these routes also have residential development, including multi-family. The included maps show the change along these two routes.

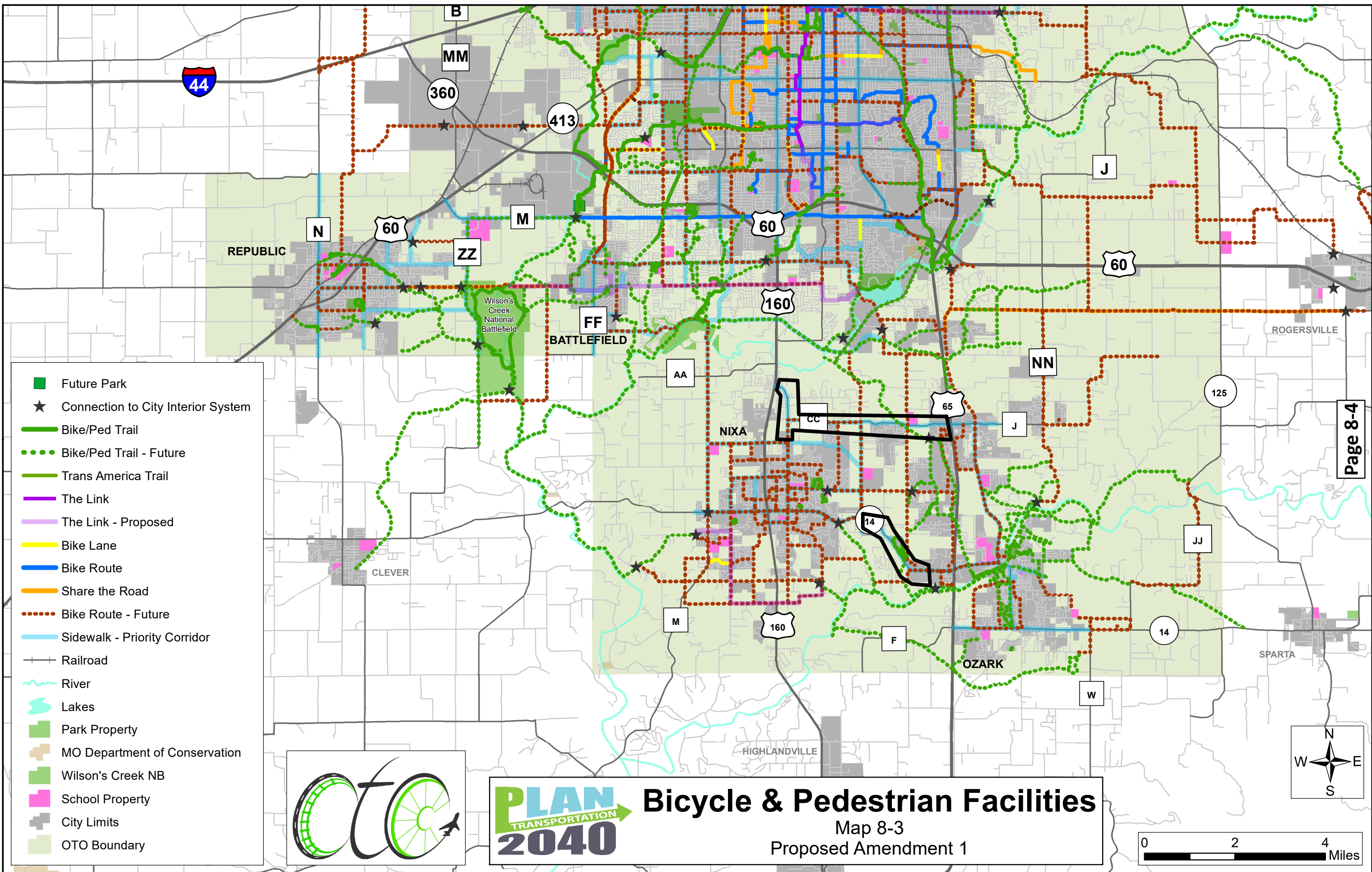
The designation of a priority sidewalk corridor is meant to signify that developing a continuous sidewalk on both sides of the street along said corridor is a priority.

The OTO Public Participation Plan requires a 15-day public comment period for all Long Range Transportation Plan amendments. Public comment will be solicited ahead of the Board of Directors meeting on October 20, 2016.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

That a member of the Technical Planning Committee makes a recommendation to the Board of Directors regarding the addition of two sidewalk priority corridors to *Transportation Plan 2040*.





**TAB 7**



**TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM II.E.**

**Performance Measures Report**

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

**AGENDA DESCRIPTION:**

The prior surface transportation authorization bill, MAP-21 (Moving Ahead for Progress in the 21st Century), introduced performance measures into the planning process requirements. The current transportation bill, Fixing America's Surface Transportation (FAST) Act, continued the emphasis on performance measures. Ahead of passage by MAP-21, OTO included performance measures in the Long Range Transportation Plan, *Journey 2035*. These were carried forward into *Transportation 2040*. This is OTO's fourth annual Performance Measures Report, providing an assessment of the OTO area and the efficacy of the performance measures themselves.

MAP-21 and the FAST Act include a required set of performance measures and include a target setting process that requires coordination between OTO and MoDOT. Guidance is still forthcoming on some of these measures. As these additional measures are implemented, OTO will incorporate them into this report.

The Report provides a quick reference for how the region is performing along with a more detailed description of each measure and its results, as well as a brief discussion of notable factors which may have impacted each measure's current trend.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

No action required. Informational only.



# OZARKS TRANSPORTATION ORGANIZATION




ANNUAL REPORT ON






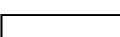





## PERFORMANCE MEASURES

### 2015

Ozarks Transportation Organization  
2208 W. CHESTERFIELD BOULEVARD, SUITE 101 | SPRINGFIELD, MO 65807 | 417.865.3042  
[www.OzarksTransportation.org](http://www.OzarksTransportation.org)



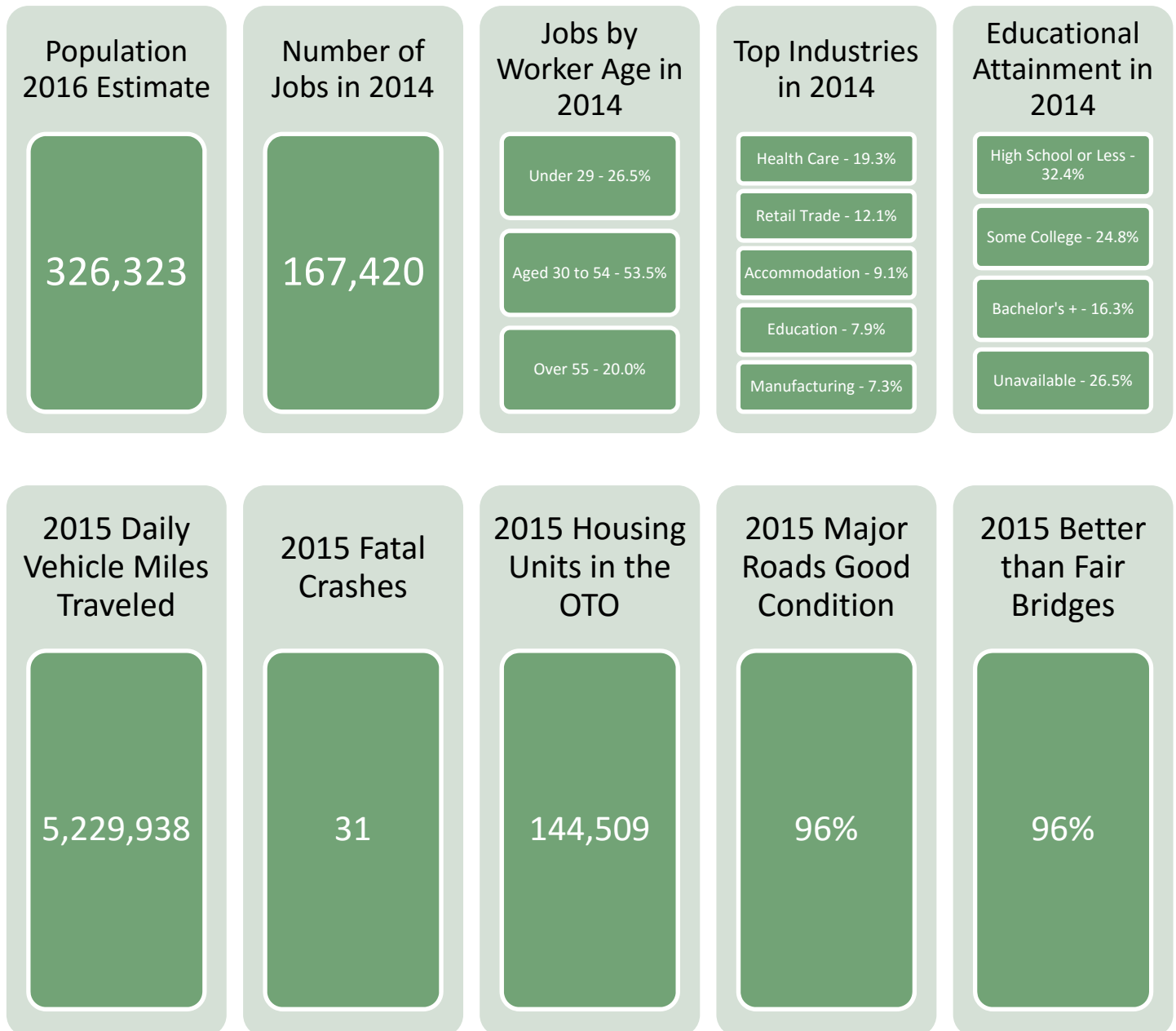
At a Glance:  Improving  Declining  No Change

Performance Measure	Target	2015 Status
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	

## Introduction

The Ozarks Transportation Organization long range transportation plan, *Journey 2035*, set forth performance measures as a way for OTO to monitor the success of the Plan and the continued transportation-related activities of the OTO and its jurisdictions. *Transportation Plan 2040 continued these measures*. Eleven performance measures were identified with targets for 2035. This report highlights current progress on each measure.

## OTO Region Fast Facts



## 1. Vehicle Miles Traveled per Capita

*A lower value is better.*

### Description

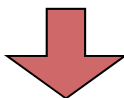
Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. By comparing VMT to the number of persons in the region, OTO can gauge just how much VMT is changing in relation to the potential number of people driving. VMT is influenced both by the number of vehicles using the roadway system and the trip length of those vehicles, which increases with the geographic area that is urbanized.

### Target

That VMT per Capita will grow no more than 5 percent, to a value of 19 from its peak in 2004, by 2035. Travel growth should be captured in other modes.

### Current Value/Trends

Year	Daily VMT	Population	VMT per Capita
2015	5,229,938	*326,323	16.03
2014	5,061,794	*323,031	15.67
2013	4,933,188	*320,259	15.40
2012	4,954,024	*316,298	15.66
2011	4,931,037	*312,126	15.80
2010	5,010,884	310,283	16.14
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94
2007	5,185,837	*293,385	17.68
2006	5,115,547	*287,216	17.81
2005	4,904,027	*280,622	17.48
2004	4,946,098	*275,796	17.93
2003	4,630,231	*271,251	17.07
2002	4,540,996	*266,874	17.02
*Census Estimate			



### Result

The VMT per capita for 2014 and 2015 have both raised slightly, which is reverse of the trend from 2012-2013. The value of 16.03 VMT/capita, however, remains well below the target maximum of 19.

### Notable Factors

The trend reversal, which started in 2014, could be due to the improving economy and continued low fuel prices. VMT has been rising during this time. Since 2013, Daily VMT has risen by over 6 percent, while the population has grown by less than 2 percent. These local statistics are representative of national trends, where driving has been reaching all-time highs.

## 2. Modal Balance

*A lower value is better for “Drive Alone,” while a higher value is better other modes.*

### Description

Modal balance describes the varying proportions of mode choice at a given time. Modes can include walking, cycling, public transport, carpooling, and private motor vehicle, as well as taxicab, motorcycle, and no travel mode – as in working from home. As an indicator, modal balance provides information on how many types of users there are within the system. As a performance measure, modal balance shows the success of alternative forms of transportation. OTO has decided to focus on a subset of modes –

- Car, Truck, or Van – Drove Alone
- Car, Truck, or Van – Carpooled
- Public Transportation – All
- Bicycle
- Walked
- Worked at Home

This data is derived from the American Community Survey, which asks, “How did this person usually get to work last week?” Respondents are asked to mark the method they used most often if they used more than one mode of transportation during the trip. The American Community Survey collects data on a yearly basis, but on a smaller scale. To maintain reliability in the data in areas with smaller populations, yearly samples are aggregated over multiple years. This also limits the geography for which American Community Survey Data is available. For the OTO region, this data is offered at the County and Place level. In this analysis, the data for all of Christian and Greene Counties have been used, as the information was not available at just an MPO level.

### Target

Decrease “Drove Alone” to 75 percent for the region by 2035.

### Current Value/Trends

Christian and Greene Counties	
2000	82%
2005-2009	82%
2006-2010	82%
2007-2011	83%
2008-2012	83%
2009-2013	83%
2010-2014	83%

### Result

The percentage of those who “Drove Alone” stayed steady between evaluation years, though the desired result is for the percentage to decrease. While this is the case, bicycling, as well as taxicab/motorcycle/other means, did increase during 2010-2014, whereas transit, which increased during the previous time frame, remained steady this time.

### Notable Factors

This data is available from the American Community Survey (ACS) which is delayed in its provision of data compared to the timeframe OTO is analyzing. Also, this ACS data spans a 5-year collection timeframe and includes data from before the Great Recession, which impacted driving behaviors.

### 3. Bicycle/Pedestrian Network Completion

*A higher value is better.*

#### Description

Using aerial photography and data from individual jurisdictions, OTO tracks where sidewalks exist within the OTO study area. This plan recommends sidewalks be located in residential, as well as commercial areas. This performance measure will compare the miles of roadway with sidewalk to the miles of roadway without and will not include roadways with a classification of Expressway or higher. The measure will not distinguish between those roads with sidewalks on one side of the street versus both sides of the street. Sidewalks are usually added to existing roadways at a rate of just a few miles per year. Sidewalks should be included with construction of new roadways.

OTO has also identified the future trail network for the region. This performance measure will be assessed by the miles of completed trails. Only those trails used for transportation will be counted. The Frisco Highline Trail will only be counted to the Greene County northern boundary. Currently, 225 miles of trail are planned for the region.

#### Target

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.

- 1) That 35 percent of roadways have sidewalks, excluding those with Expressway classification or above.
- 2) That 80 miles of the trail network be completed by 2035.

#### Current Value/Trends

*\*excluding Freeways, Freeway Ramps, and Expressways (per the OTO Major Thoroughfare Plan)*

	2012	2013	2014	2015
<b>Percent Roadway with Sidewalks</b>	29.62	30.50	30.77	30.98
<b>Miles of Existing Greenway Network</b>	53.84	56.04	60.22	62.54



#### Result

Bicycle and pedestrian accommodations continued to increase in the OTO region.

#### Notable Factors

Improvements include new sidewalk in almost every OTO community. Sidewalk improvements were made in new and old developments, near schools, and in the downtown area. MoDOT and City Utilities have also partnered to construct sidewalks to improve access to transit stops.

For the Greenway Network, as more connections are created, previously considered loop trails are becoming part of the larger system.

#### 4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled

*A lower value is better.*

##### Description

Crash rates are defined by crashes per Million Vehicle Miles Traveled (MVMT). This can be an effective way to gauge roadway safety trends. This does not account for how many disabling injuries or fatalities occurred with a single crash, rather, it considers if any disabling injury or fatality was associated with a crash, and then compares that to the vehicle miles traveled. By indexing the number of crashes to vehicle miles traveled, one can take into account the risk involved given the number of miles driven. The more miles one travels, the higher their risk for a crash. This exposure factor is more accurate in determining roadway safety.

##### Target

That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the graphic below.

Year	Annual VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/ 100MVMT
2015	1,908,927,370	205	10.74
2014	1,847,554,810	202	10.93
2013	1,800,613,620	192	10.66
2012	1,813,172,784	190	10.48
2011	1,799,828,505	198	11.00
2010	1,828,972,660	237	12.96
2009	1,813,807,640	254	14.00
2008	1,853,066,052	220	11.87
2007	1,892,830,505	226	11.94
2006	1,867,174,655	266	14.25
2005	1,789,969,855	244	13.63
2004	1,810,271,868	249	13.75
2003	1,690,034,315	233	13.79
2002	1,657,463,540	233	14.06



##### Result

The crash rate in the OTO region has decreased from 2014 to 2015. While disabling injury and fatal crashes were up slightly, Annual VMT has increased at a higher rate, keeping the overall crash rate lower.

##### Notable Factors

The Blueprint for Safety and its Southwest District Committee has focused on reducing fatalities on the MoDOT network. Statewide, fatalities are at all-time lows, though the trend is starting to swing the other way. Increased VMT means more people are on the road and are more exposed to the risk of a vehicular crash. Prior values have been adjusted as needed as information becomes more complete.

## 5. On-Time Performance of Transit System

*A higher value is better.*

### Description

The timeliness of each bus route is determined through spot checks by a supervisor. Such checks are performed randomly. Timeliness can help determine if a route needs adjusting, if there are issues at stops along a route, or if there is a broader roadway efficiency issue. Timeliness also demonstrates the reliability of the system. System reliability can be more important to a user than frequency of service.

### Target

The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level.

### Current Trends/Values

Source: City Utilities Transit

Year	Percent on Time
2007	89
2008	91
2009	91
2010	94
2011	96
2012	91
2013	93
2014	96
2015	88



### Result

Transit on-time performance has been improving since 2012, which was worse than what was seen in prior years. In 2015, however, on-time performance was lower than it has been since OTO started tracking it in 2007.

### Notable Factors

The methodology for on-time performance contributes to the annual variances in the percent buses are on-time. Through 2014, the method was to perform spot-checks at the transfer station by supervisors with a low sample rate. City Utilities has since purchased automated vehicle location devices for each of their buses. This provides a holistic view of timeliness for the transit system. This allows for buses to be tracked at their timed stops along routes, as well. The 2015 result is the result of this new system. City Utilities feels that they are improving both in their use of the system and in their on-time performance over 2015 and into 2016. This will be the new method of checking on-time performance, so after several years, it would be appropriate to reconsider the target for this measure.

## 6. Percent of Housing Units within ¼-mile of a Bus Route

*A higher value is better.*

### Description

The percent of housing units within a ¼-mile of a bus route is an indicator of how many potential people are available to use the transit system. This measure examines the City Utilities Transit service area at the proximity of housing units to CU bus service.

### Target

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.

### Current Trends/Values

Year	OTO Area Housing Units		CU Service Area Housing Units		1/4-mile Relevant Bus Route		% Households w/in 1/4-mile CU Bus Route	
	Number	% Change	Number	% Change	Number	% Change	OTO Area	CU Service Area
2010*	138,623	--	77,620	--	64,871	--	47	84
2012**	140,911	1.65	78,305	0.88	65,329	0.71	46	83
2013**	141,832	0.65	78,547	0.31	65,480	0.23	46	83
2014**	142,882	0.75	78,879	0.42	65,679	0.30	46	83
2015**	144,509	1.14	79,771	1.13	66,304	0.95	46	83

### Result

Based on this analysis, access to transit has not improved since 2011. The target is for an upward trend. For the first time since the measure has been tracked, however, the percentage growth in housing units in the City Utilities service area closely matches the growth of housing units in the OTO as a whole. This means the number of units within a quarter mile of a bus route also had a higher increase. These factors allowed the ratio of housing units near bus routes to be maintained.

### Notable Factors

The number of housing units for the OTO region, as a whole, is static as the data source is the 2010 Census. The OTO is able to use this as a base number, however, and add information from building permit data collected with the Growth Trends document.

The number of housing units in the region increased at a similar rate for the OTO area as a whole compared to the CU Service Area.

\*Based on 2010 U.S. Census Bureau Housing Units

\*\* Based on OTO Growth Trends Building Permit Data plus 2010 U.S. Census Bureau Housing Units



## 7. Average Commute Time

*A lower value is better.*

### Description

Average commute time is the amount of time taken to travel to work as reported by workers over the age of 16 on the American Community Survey and the decennial Census. This data is not available at the OTO level, so it will include all of Christian and Greene Counties. This measure is an indicator of both the distance commuters are traveling and the potential congestion drivers face during their commute.

### Target

Keep the average commute time less than 25 minutes by 2035.

	Blue cells show improvement
	Red cells show decline
	White cells show no change

### Current Value/Trends

Source: US Census Bureau – American Community Survey, Table S0801

	1980	1990	2000	2005-2009	2007-2011	2008-2012	2009-2013	2010-2014	Difference in Minutes 2009-2013 to 2010-2014
Christian	24.0	27.4	25.1	24.1	24.5	24.9	25.6	25.5	-0.1
Greene	17.2	17.6	19.2	19.5	19.2	18.8	19.0	19.0	0.0
Battlefield	22.1	22.6	23.1	22.7	23.1	22.1	22.7	22.2	-0.5
Fremont Hills	N/A	17.0	19.8	19.7	23.6	23.2	23.8	24.4	0.6
Nixa	20.8	19.1	23.8	21.9	22.4	23.4	24.9	24.4	-0.5
Ozark	21.0	19.2	21.6	22.0	23.1	23.3	23.3	23.8	0.5
Republic	20.5	21.6	25.1	23.4	22.2	22.3	21.5	21.9	0.4
Springfield	15.4	15.7	17.0	17.6	17.3	16.9	17.3	17.3	0.0
Strafford	19.2	20.4	22.4	23.0	23.7	20.8	22.1	22.0	-0.1
Willard	20.6	23.2	23.0	23.8	23.1	24.8	26.1	23.6	-2.5
Average of Greene/Christian	20.6	22.5	22.2	21.8	21.9	21.9	22.3	22.3	-0.1
Average of OTO Cities	19.9	19.9	22.0	21.8	22.3	22.1	22.7	22.5	-0.3



### Result

Overall, commuting times have improved since the prior analysis, with only commuters in Fremont Hills, Ozark, and Republic seeing an increases in commute times and both Greene County and Springfield with no change. The average commute does remain under the target of 25 minutes for the region.

### Notable Factors

As stated earlier, the American Community Survey data spans multiple years, though this latest round is starting to show the recovery from the Great Recession. Several congestion-reducing projects were finished just before and during this timeframe, including the six-laning of US 65 and the interchange of US 60 and US 65. The survey data also covers a much smaller sample of the population than the former Census Long Form. In several instances, the margin of error was larger than the difference between the analysis years.

## 8. Peak Travel Time

*A lower value is better.*





### Description

For 2005, 2008, and 2012, travel time along the roadway system was determined through travel time runs using Global Positioning System (GPS) units. These units collected data to determine the average time it takes to travel a corridor. When the speed of travel drops more than 20 mph below the posted speed limit, a roadway is determined to have significant delay. For the 2016 data, newly installed wi-fi sensing travel time units and cell-phone probe data was used to calculate delay. This also meant more roads were included in the analysis.

### Target

That less than 20 percent of the OTO area roadways will be significantly delayed.

### Current Value/Trends

	AM Peak Total				
		2005	2008	2012	2016
	<b>Miles 20+ mph below speed limit</b>	12.85	33.63	25.26	13.71
	<b>Total Travel Time Mileage</b>	265.04	343.23	342.57	765.54
	PM Peak Total				
		2005	2008	2012	2016
	<b>Miles 20+ mph below speed limit</b>	18.37	46.23	48.93	128.09
	<b>Total Travel Time Mileage</b>	264.27	354.8	339.48	765.54
 	<b>Percent Significantly Delayed</b>	5%	10%	7%	2%

### Result

AM Peak travel time is improving, but PM Peak travel time is not.

### Notable Factors

The 2005-2012 data is not directly comparable to the 2016 data as they were collected using different methods and the 2016 data covered many more miles of roadway. The prior method of using GPS units allowed for speed to be collected at many more points along a route while the newer sensing units are only placed at more significant intersections, lengthening the segments measured for speed. While this is the case, the current trends of improving AM Peak and worsening PM Peak have continued.

## 9. Percent of Roadways in Good Condition

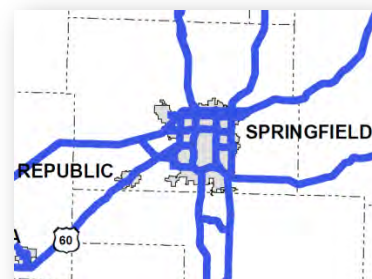
*A higher value is better.*

### Description

The Missouri definition of good condition uses factors such as smoothness and physical distress to determine quality. The goal for the Missouri Department of Transportation is to have 85 percent of all Major Roads in Good Condition. The current OTO values for 2010 are higher than for the entire State of Missouri. Overall, in Missouri, the Major Roads were more than 85 percent good, while in the OTO, 93 percent are considered good. Major Roads are principal arterials, including interstates, freeways and expressways. This map highlights the major roads in the OTO region.

Major Roads in the OTO Region

Source: Missouri Department of Transportation



### Target

That 85 percent or more of the Major Roads in the OTO region are in Good Condition.

Year	Major % Good
2002	65
2003	61
2004	59
2005	61
2006	78
2007	87
2008	89
2009	91
2010	93
2011	94
2012	94
2013	94
2014	96
2015	96
For MoDOT owned roads only. Based on MoDOT Tracker Data.	



### Result

The percentage of Major Roads in Good Condition was constant 2011 through 2013 and then increased in 2014, and stayed the same in 2015, continuing to remain above 85 percent.

### Notable Factors

The Smooth Roads Initiative, which started in 2006, is evident in MoDOT's ability to maintaining a Good Condition on the area's major roadways. Also, with MoDOT enacting Sooner, Safer, Sooner and the Bold Direction, Major Road condition in the OTO has continued to improve, staying at a high level. This commitment to taking care of the system is proven.

## 10. Bridge Condition

*A higher value is better.*

### Description

Bridge condition ratings are calculated by taking the lowest sub-rating of the super-structure, sub-structure, and deck. Ratings range from 3 to 9. At a bridge rating of 3, bridges are closed to the public. A bridge rating of 5 is considered Fair, with all primary structural elements as sound, though they may have minor section loss, cracking, spalling, or scour. A bridge rating of 9 is Excellent. The Missouri Department of Transportation does not have a set goal for this measure. This measure shows those bridges which are rated 5 or higher, in Fair or better condition.

### Target

That the percent of bridges in fair or better condition will stay above 90 percent.

	Total Bridges	Total Fair+	Percent Fair+
2001	251	242	96.41
2002	252	242	96.03
2003	253	244	96.44
2004	259	250	96.53
2005	265	256	96.60
2006	270	257	95.19
2007	273	260	95.24
2008	277	262	94.58
2009	287	269	93.73
2010	290	268	92.41
2011	317	298	94.01
2012	328	311	94.82
2013	333	318	95.50
2014	331	316	95.47
2015	331	316	95.47

Includes state and non-state bridges

### Result

The percentage of bridges with Fair or better condition ratings remains above the target of 90 percent. The 2015 results are the exact same as for 2014.

### Notable Factors

The continued focus on taking care of the system and MoDOT's Safe and Sound Bridge Program are both reasons for the region's continued ability to keep the area's bridges in fair or better condition.

## 11. Ozone Levels

*A lower value is better.*

### Description

Ozone is a regulated pollutant under the Clean Air Act and the allowable amount is set by the National Ambient Air Quality Standards. Ozone is measured on a three-year design value. This is based on the 4<sup>th</sup> highest ozone value during each of those three years. Though the standard in place was set at 75 ppb when this measure was adopted, it is now 70 ppb. The standard is reviewed at least once every five years and either stays in place or is adjusted downward. As a metropolitan transportation organization, the OTO is responsible for ensuring that the region complies with transportation conformity requirements. This essentially states that the transportation projects within the non-attainment area are consistent with air quality goals.

### Target

That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

Years	Value
2002-2004	70
2003-2005	71
2004-2006	71
2005-2007	77
2006-2008	73
2007-2009	69
2008-2010	68
2009-2011	69
2010-2012	74
2011-2013	72
2012-2014	68
2013-2015	61



### Result

As the region has yet to go non-attainment, conformity is not an issue for OTO at this time. The most recent Ozone Design Value is now well within the limits set by EPA through the National Ambient Air Quality Standards. The Design Value has improved since the previous report and voluntary efforts are underway to keep the area in attainment.

### Notable Factors

Weather is a major factor in the area's ozone values and 2012 was a very hot year, with cooler years since. The Ozarks Clean Air Alliance is participating in EPA's Ozone Advance Program to mitigate the impacts of ozone in southwest Missouri. In 2015 City Utilities announced plans to start switching from the use of coal in their James River Power Station to natural gas, in order to remain in compliance with other EPA regulations on coal fired power plants.



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 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 8**

## **TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM II.F.**

### **Regional Trail Investment Study**

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

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

Each year, the Springfield area is allocated funding for Transportation Alternative Program funding. This amount has been considerably reduced for FY 2015 through 2020. The reduced funding is between \$397,000 and \$464,000 annually for each of the seven years. Prior funding was as much as \$612,000. In the past, OTO has periodically solicited funding for multiple years. The past solicitation was for 2015, 2016 and part of 2017 funding. This results in only \$210,000 in remaining funding for 2017.

Staff initially recommended a solicitation for funding for FY 2017 and FY 2018. The Transportation Alternatives Program Subcommittee was convened on August 17, 2016 with the purpose of reviewing the application and selection criteria. While there have been several smaller projects funded, the average project request is around \$192,000 in federal funds.

The TAP Subcommittee recommended that no projects be solicited this fall, but that a project solicitation is planned for the Fall of 2017. This would allow time for a trail study to be completed. The subcommittee would like to explore the option of using the TAP funding to fund a regional trail system that would make a larger impact on the region. Trails have been identified as a tool for economic development and tourism, as well as attracting and retaining a talented workforce.

There are several benefits to this proposal beyond the funding of a regional trail network. These benefits include the ease of administering fewer projects and the prospect of applying for a TIGER grant. The region has struggled with finding a project to meet the minimum funding threshold that would compete on a national level.

##### *Projected Funding:*

Remaining FY 17 funding	\$210,578
Available FY 18 funding	\$464,656
Available FY 19 funding	\$464,656
Available FY 20 funding	\$464,656
TOTAL	\$1,604,546

The Regional Trail Investment Study would verify the feasibility of planned trail corridors and provide cost estimates and a general prioritization of trail facilities. Staff is recommending up to \$150,000 for this study.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

A motion to recommend funding for a regional trail investment study and postpone the award of funding until Fall 2017.



**TAB 9**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/21/2016; ITEM II.G.**

**Amendment Number One to the FY 2017 Unified Planning Work Program (UPWP)**

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

**AGENDA DESCRIPTION:**

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Amendment Number One to the FY 2017 UPWP. The Amendment is comprised of two parts.

Part 1: Task 1.6

Graphics and Website Support

Graphics and Website Support was added to Task 1.6 under the Electronic Support of OTO operations. This will include the outsourcing of graphic design and website support. OTO staff no longer has the expertise for graphic design and supportive website design in house. The need for printed material has decreased with the transition to electronic agendas, allowing a surplus in that line item. This change does not affect the overall budget of the OTO. \$12,000 was subtracted from the printing line and added to the professional services line item in the UPWP Appendix A.

Part 2: Task 3

Regional Trail Investment Study

A Regional Trail Investment Study has been added as Task 3.17 to develop a study planned to provide cost estimates and determine location feasibility. This will increase the overall OTO budget by \$150,000. The UPWP financial tables on page 25 of the UPWP have been changed to reflect the addition of the \$150,000 in Task 3 and Appendix A was revised as well.

The UPWP contains the proposed budget for FY 2017. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2017 and the proposed FY 2017 Amendment are shown below:

	Approved <u>FY 2017</u>	Proposed <u>FY 2017</u>
OTO Consolidated FHWA/FTA PL Funds	\$679,349.00	\$799,349.00
Local Jurisdiction Match Funds/In-Kind Match	\$80,337.00	\$110,337.00
<u>MoDOT "Direct Costs"</u>	<u>\$89,500.00</u>	<u>\$89,500.00</u>
Total OTO Revenue	\$849,186.00	\$999,186.00

A revised Consolidated Planning Grant Agreement will be signed with MoDOT upon approval of the Board of Directors. The changes to the UPWP and UPWP Appendix A are shown in red.

**TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

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

“Move to recommend approval of Amendment Number One to the FY 2017 UPWP to the Board of Directors.”

OR

“Move to recommend approval of Amendment One to the FY 2017 UPWP to the Board of Directors with the following changes ...”



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

**Unified Planning Work Program**  
**Fiscal Year 2017**  
(July 1, 2016 – June 30, 2017)

APPROVED BY OTO BOARD OF DIRECTORS: April, 21, 2016

APPROVED BY USDOT: May 3, 2016

ADMINISTRATIVE MODIFICATION NUMBER ONE: JUNE 16, 2016

AMENDMENT NUMBER ONE: PENDING

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*The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate on the basis of race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at [www.ozarkstransportation.org](http://www.ozarkstransportation.org).*

For additional copies of this document or to request it in an accessible format, contact:

By mail:	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807
By Telephone:	417-865-3042, Ext. 100
By Fax:	417-862-6013
By Email	<a href="mailto:staff@ozarkstransportation.org">staff@ozarkstransportation.org</a>

Or download it by going to [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

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**Table of Contents**

Table of Contents.....	i
Introduction.....	1
Task 1 – OTO General Administration .....	4
Task 2 – OTO Committee Support .....	7
Task 3 – General Planning and Plan Implementation .....	9
Task 4 – Project Selection and Programming .....	14
Task 5 – OTO Transit Planning .....	16
Task 6 – City Utilities Transit Planning (Direct Outside Grant) .....	19
Task 7 – Special Studies and Projects.....	22
Task 8 – MoDOT Transportation Studies and Data Collection .....	23
Financial Summary.....	24
OTO Boundary Map .....	27
OTO Organization Chart.....	28
Appendix A .....	29

### Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2017 (July 2016 - June 2017). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a Federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website at:

[http://www.ozarkstransportation.org/Documents/OTO\\_PPP\\_Rev\\_A\\_BOD\\_approved041615.pdf](http://www.ozarkstransportation.org/Documents/OTO_PPP_Rev_A_BOD_approved041615.pdf)

The planning factors used as a basis for the creation of the UPWP are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.



### Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

“To Provide a Forum for Cooperative Decision-Making in Support of an Excellent Transportation System.”

In fulfilling that mission, much staff time and effort are spent bringing together decision-makers who make funding and planning decisions that better the transportation network, including all modes.

The economy is recovering and traffic volumes are increasing, leading to slower commute times and increasing travel delay. Increased congestion means increased reliability issues. Traffic Incident Management is a new activity for OTO. A new subcommittee has been formed to examine this mounting concern. More on this can be seen in Task 2.

With the passage of the Fixing American’s Surface Transportation (FAST) Act, funding over the next five years will be more stable than in the past. Through the goals of the long range metropolitan plan, OTO is working in partnership with MoDOT and the OTO member jurisdictions to determine how that funding can be best programmed. OTO will be updating the Transportation Improvement Program this year, which will reflect these priority projects, as seen in Task 4.

Performance measurement is becoming more integrated into the OTO planning process, though guidance on the National Performance Goals and how to implement them locally is still forthcoming. Current estimates put that information at July or later this year and as soon as it is available, OTO will work in coordination with MoDOT to set measures for the region. This work will fall into Task 3 and will continue in future years.

OTO continues to track air quality in the region and participate on the regional Ozarks Clean Air Alliance. Currently, OTO remains in attainment for both PM<sub>2.5</sub> and Ozone, even with the recent tightening of the standards. With the recovering economy and increased traffic, however, OTO understands that this is still a concern that requires constant awareness. Air quality activities can be seen in Task 3, which participation on the OCAA is in Task 2.

OTO’s work program for FY 2017 is poised to tackle existing and forthcoming transportation planning issues. Continued staff training and public outreach, as well as improved data collection and planning efforts, ensures the region can prepare for the ever-changing future.

**Anticipated Consultant Contracts**

The table below lists the anticipated consultant contracts for the 2017 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts. The Audit, Online TIP Tool Software, and professional services may require new contracts.

<i>Cost Category</i>	<i>Budgeted Amount FY 2017</i>
Audit	\$7,000
Professional Services Fees	<del>\$12,000</del> <u>\$24,000</u>
Data Storage/Backup	\$4,500
IT Maintenance Contract	\$9,000
Online TIP Tool Maintenance	\$9,600
Online TIP Tool Software	\$25,000
Travel Data Collection	\$12,000
Travel Model Scenarios	\$20,000
<b>Total Consultant Usage</b>	<b>\$99,100</b>

**Items to be purchased that exceed \$5,000**

Audit – \$7,000

IT maintenance Contract – \$9,000

Online TIP Tool Software – \$25,000

Professional Services – \$24,000

Regional Trail Investment Study – \$150,000

Travel Data Collection – \$12,000

Travel Model Scenarios – \$20,000

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**Task - OTO General Administration**

Conduct daily administrative activities including accounting, payroll, maintenance of equipment, software, and personnel needed for federally-required regional transportation planning activities.

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>1.1 Financial Management .....</b>	<b>\$34,000</b>
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*July to June*

Responsible Agency – OTO

- Preparation of quarterly financial reports, payment requests, payroll, and year-end reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.
- Dues calculated and statements mailed.

<b>1.2 Financial Audit .....</b>	<b>\$7,000</b>
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*August to December*

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2016 and report to Board of Directors.
- Implement measures as suggested by audit.

<b>1.3 Unified Planning Work Program (UPWP) .....</b>	<b>\$7,000</b>
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*January to June*

Responsible Agency – OTO

- Modifications to the FY 2017 UPWP as necessary.
- Development of the FY 2018 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.

<b>1.4 Travel and Training .....</b>	<b>\$39,000</b>
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*July to June*

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees.  
Possible training includes:
  - Transportation Research Board (TRB) Conference
  - Association of MPOs Annual Conference
  - ESRI User Conference
  - Missouri GIS Conference
  - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
  - ITE Web Seminars
  - Missouri Chapter and National, American Planning Association Conference and Activities
  - Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
  - Missouri Public Transit Association Annual Conference

- MoDOT Planning Partners Meetings
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate

#### **1.5 General Administration and Contract Management..... \$25,000**

*July to June*

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Prepare contract and Memorandums of Understandings Addendums.

#### **1.6 Electronic Support for OTO Operations ..... \$30,000**

*July to June*

Responsible Agency – OTO

- Maintain and update website [www.ozarkstransportation.org](http://www.ozarkstransportation.org).
- Maintain and update website [www.giveusyourinput.org](http://www.giveusyourinput.org).
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**
- Graphics and website design. Consultant Contract

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#### **End Products for FY 2017**

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2016 Audit Report.
- The FY 2018 Unified Planning Work Program approved by OTO Board of Directors and MoDOT.
- FY 2017 Unified Planning Work Program Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly updates of websites.
- Social media postings.
- Graphics for documents.
- OTO websites revisions.

#### **Tasks Completed in FY 2016**

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2016).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2016).
- Dues calculated and mailed statements for FY 2017 (Completed April 2016).
- FY 2015 Audit Report (December 2015).
- FY 2017 UPWP approved by OTO Board of Directors and MoDOT (Completed June 2016).
- Staff attended various conferences and training (Completed June 2016).

- Monthly websites maintenance (Completed June 2016).
- DBE Report submitted to MoDOT (Completed October 2015 and April 2016).
- DBE Annual Goal Approved (Completed October 2016).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2015 and February 2016).
- Title VI Annual Survey submitted to MoDOT (Completed February 2016).

**Training Attended Included in FY 2016**

- 2015 Conference on Freight
- MoVITE Conference
- FHWA CMP Reliability Workshop
- Association of Metropolitan Planning Organizations Annual Conference
- Urban Transportation Systems Analysis Class
- Python Scripting Tutorials
- OCITE Training
- Missouri GIS Conference
- Spatial Analyst Extension Training
- Transportation System Management & Operations Training
- MoDOT Planning Partner Meetings
- Federal Grants Management Training
- American Planning Associate Annual Conference

**Funding Sources**

Local Match Funds	\$28,400	20.00%
Federal CPG Funds	\$113,600	80.00%
<b>Total Funds</b>	<b>\$142,000</b>	<b>100.00%</b>

**Task 2 – OTO Committee Support**

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities.

<u>Work Elements</u>	<u>Estimated Cost</u>
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<b>2.1 OTO Committee Support .....</b>	<b>\$135,000</b>
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*July to June*

Responsible Agency – OTO

- Conduct and staff all Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, Technical Planning Committee meetings and Traffic Incident Management.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

<b>2.2 Community Committee Participation .....</b>	<b>\$11,000</b>
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*July to June*

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
  - The Springfield Area Chamber of Commerce Transportation Committee
  - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
  - Missouri Public Transit Association
  - MoDOT Blueprint for Safety
  - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
  - Ozark Greenways Technical Committee
  - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
  - SeniorLink Transportation Committee
  - Missouri Safe Routes to School Network
  - Ozark Safe Routes to School Committee
  - Local Safe Routes to School
  - CU Fixed Route Advisory Committee
  - City of Springfield Traffic Advisory Board
  - Other committees as needed

<b>2.3 OTO Policy and Administrative Documents .....</b>	<b>\$5,000</b>
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*July to June*

Responsible Agency – OTO

- Process amendments to bylaws, policy documents, and administrative staff support consistent with the OTO organizational growth.

<b>2.4 Public Involvement.....</b>	<b>\$35,000</b>
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*July to June*

Responsible Agency – OTO

- Maintain [www.GiveUsYourInput.org](http://www.GiveUsYourInput.org) with public comments posted by work product.
- Publish public notices and press releases.

- Comply with Missouri Sunshine Law requirements, including record retention.
- Update the OTO Public Participation Plan (PPP), consistent with federal guidelines (as required)

**2.5 Member Attendance at OTO Meetings..... \$10,000***July to June*

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction member's time spent at OTO meetings.

**End Products for FY 2017**

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Attendance of OTO staff and OTO members at various community committees.
- Revisions to bylaws, inter-local agreements, and the Public Participation Plan as needed.
- Document meeting attendance for in-kind reporting.
- Public input tracked and published.
- Continued work with the MO Coalition of Roadway Safety SW District.
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press release.

**Tasks Completed in FY 2016**

- Conducted Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, and Technical Planning Committee meetings (Completed June 2016).
- Conducted Congestion Management Process, Long Range Transportation Plan, Major Thoroughfare Plan, Traffic Incident Management, and Unified Planning Work Program subcommittee meetings (Completed June 2016).
- Prepared agendas and minutes (Completed June 2016).
- Documented meeting attendance for in-kind reporting (Completed June 2016).
- Staff participated in multiple community committees (Completed June 2016).
- Bylaw amendment to add additional Citizen-At-Large Representative to the Board of Directors (Completed October 2015).
- Annual Evaluation of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2016).
- Public input tracked and published (Completed June 2016).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2016).

**Funding Sources**

Local Match Funds	\$29,200	14.90%
In-kind Services*	\$10,000	5.10%
Federal CPG Funds	\$156,800	80.00%
<b>Total Funds</b>	<b>\$196,000</b>	<b>100.00%</b>

\*The maximum amount of in-kind credit available to the OTO is 80% of the total value of in-kind time.

**Task 3 – General Planning and Plan Implementation**

This task addresses general planning activities, including the OTO Long Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), and the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. MAP-21 and FAST Act guidance will continue to be incorporated as it becomes available.

<b>Work Elements</b>	<b>Estimated Cost</b>
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3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i> .....	\$65,500
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*July to June*

Responsible Agency – OTO

- Adoption of LRTP Update Draft, which is due by 12/2016. Board approval anticipated in Summer/Fall 2016. Includes development of an executive summary.
- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- Assist jurisdictions with adoption and compliance with the Major Thoroughfare Plan.
- Bicycle/Pedestrian/Roadway Design Guidelines Brochure Printing.
- Finalize Major Thoroughfare Plan with adoption with the Long Range Plan Update. Special attention will be given to the East/West and North/South Arterials connecting cities, modes, and major highways.
- LRTP – Five-Year Implementation Plan.

3.2 Performance Measures.....	\$16,500
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*July to June*

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21 and continued by the FAST Act.
- Production of an annual transportation report card to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connections to MAP-21 performance measures.

3.3 Congestion Management Process Implementation .....	\$10,780
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*July to December*

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2017.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Produce CMP Update in calendar year 2016.

3.4 Federal Functional Classification Maintenance and Updates .....	\$5,300
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*July to June*

Responsible Agency – OTO

- The annual call for updates will be made and requests processed.
- Other periodic requests will be processed as received.



**3.5 Bicycle and Pedestrian Plan Implementation..... \$15,500***July to June*

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan.

**3.6 Freight Planning ..... \$5,500***July to June*

Responsible Agency – OTO

- Designate critical urban freight corridors in partnership with MoDOT.
- Participate in the Southwest Missouri Freight Advisory Committee.

**3.7 Traffic Incident Management Planning..... \$5,530***July to June*

Responsible Agency – OTO

- Traffic Incident Management Action Plan.

**3.8 Air Quality Planning..... \$5,000***July to June*

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with the Springfield Department of Environmental Services, which is implementing the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone and PM<sub>2.5</sub>.

**3.9 Demographics and Future Projections..... \$13,000***July to June*

Responsible Agency – OTO

- Continue to analyze growth and make growth projections for use in transportation decision-making by collecting and compiling development data into a demographic report that will be used in travel demand model runs, plan updates, and planning assumptions.

**3.10 Geographic Information Systems (GIS) ..... \$21,500***July to June*

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis will be given to incorporating traffic data.
- GIS licenses.

**3.11 Mapping and Graphics Support for OTO Operations ..... \$16,500***July to June*

Responsible Agency – OTO

- Development and maintenance of mapping and graphics for OTO activities, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials.

**3.12 Support for Jurisdictions Plans ..... \$5,200***July to June*

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.

**3.13 Studies of Parking, Land Use, and Traffic Circulation ..... \$12,000***July to June*

Responsible Agency – OTO

- Studies that are requested by member jurisdictions to look at traffic, parking, or land use.

**3.14 OTO Travel Demand Model Scenarios ..... \$20,000***July to June*

Consultant Contract

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.

**3.15 Travel Time Runs and Traffic Counts..... \$12,000***June to July*

Consultant Contract

Responsible Agency – OTO

- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

**3.16 Civil Rights Compliance ..... \$18,500***July to June*

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Review and update the Limited English Proficiency Plan (LEP) if needed.
- Review and update the Title VI/ADA Program.
- Meet MoDOT established DBE goals.
- Semiannual DBE reporting.
- Semiannual Title VI/ADA reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

**3.17 Regional Trail Investment Study..... \$150,000**• November to June

Consultant Contract

Development of a regional trail investment study to provide cost estimates and determine location feasibility.

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**End Products for FY 2017**

- Adopted Long Range Transportation Plan (LRTP) Update.
- Amendments to the LRTP as necessary.
- LRTP Five-Year Implementation Plan.
- LRTP Executive Summary.
- Bicycle/Pedestrian/Roadway Design Guidelines Brochure Printed.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Traffic Incident Management Action Plan.
- Continued monitoring of attainment status.
- Congestion Monitoring Report.
- Demographic Report.
- Annual Transportation Report Card to monitor the Performance Measures
- Performance Measures Report.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Designate critical urban freight corridors.
- Additional Travel Demand Model Scenarios as needed.
- Traffic Counts as needed.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- LEP Update.
- Title VI/ADA Program Update.
- Assist City of Springfield in implementing Field Guide 2030.
- [Regional Trail Investment Study](#).

**Tasks Completed in FY 2016**

- Approved changes to Federal Functional Classification System (Completed June 2016).
- Purchase and installation of Travel Time Collection Units (Completed December 2015).
- Transportation planning aerial photography (Completed April 2016).
- Travel Demand Model Scenarios (Completed June 2016).
- Draft Long Range Transportation Plan update (Completed June 2016).
- Draft Major Thoroughfare Plan Update (Completed June 2016).
- One amendment to the Major Thoroughfare Plan (Completed June 2016).
- Maintenance of GIS System Layers (Completed June 2016).
- Continued Monitoring of Attainment Status (Completed June 2016).
- Performance Measure Report (Completed June 2016).
- CMP Data Collection Summary (Completed June 2016).
- Annual Traffic Report Card (completed in June 2016)

**Funding Sources**

Local Match Funds	<del>\$49,662</del> <u>79,662</u>	20.00%
Federal CPG Funds	<del>\$198,648</del> <u>318,648</u>	80.00%
<b>Total Funds</b>	<del>\$248,310</del> <u>398,310</u>	<b>100.00%</b>

**Task 4 – Project Selection and Programming**

Prepare a four-year program for anticipated transportation improvements and amendments as needed.

<b><u>Work Elements</u></b>	<b><u>Estimated Cost</u></b>
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<b>4.1 FY 2017-2020 Transportation Improvement Program (TIP).....</b>	<b>\$15,000</b>
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*July to August*

Responsible Agency – OTO

- Complete and publish the 2017-2020 TIP.
  - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

<b>4.2 FY 2018-2021 Transportation Improvement Program (TIP).....</b>	<b>\$30,000</b>
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*March to June*

Responsible Agency – OTO

- Begin development of the 2018-2021 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

<b>4.3 Project Programming.....</b>	<b>\$15,500</b>
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*July to June*

Responsible Agency – OTO

- Process all modifications to the FY 2015-2018 and the FY 2017-2020 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.

<b>4.4 Federal Funds Tracking .....</b>	<b>\$4,170</b>
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*July to June*

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STP-Urban, Small Urban, TAP, and bridge balances.
- Track area cost-share projects.
- Track reasonable progress on project implementation following programming.

<b>4.5 Online TIP Tool Maintenance .....</b>	<b>\$9,600</b>
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*July to June*

**Consultant Contract**

Responsible Agency – OTO

- Maintenance contract for web-based tool to make an online searchable database for projects.

**4.6 Online TIP Tool Software ..... \$25,000***July to June***Consultant Contract**

Responsible Agency – OTO

- Develop Request for Proposals and conduct review for possible new contract for online searchable database for projects.

**End Product(s) for FY 2017**

- TIP amendments, as needed.
- Draft of the FY 2018-2021 Transportation Improvement Program.
- Approved FY 2017-2020 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.

**Tasks Completed in FY 2016**

- Amended the FY 2015-2018 TIP numerous times (Completed June 2016).
- Annual Listing of Obligated Projects (Completed December 2015).
- Maintained fund balance information (Completed June 2016).
- Maintained online searchable database of TIP projects (Completed June 2016).
- Solicited and selected FTA 5310 and FTA 5339 projects for FY 2014, FY 2015, and FY 2016 (Completed December 2015).

**Funding Sources**

Local Match Funds	\$19,854	20.00%
Federal CPG Funds	\$79,416	80.00%
<b>Total Funds</b>	<b>\$99,270</b>	<b>100.00%</b>

**Task 5 – OTO Transit Planning**

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

<b>Work Elements</b>	<b>Estimated Cost</b>
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5.1 Operational Planning.....	\$6,000
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*July to June*

Responsible Agencies – OTO

- OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services.
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey.

5.2 Competitive Contract Planning .....	\$1,000
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*July to June*

Responsible Agencies – OTO

- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.

5.3 Transit Coordination Plan Implementation.....	\$10,300
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*July to June*

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Implementation.
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.

5.4 Program Management Plan .....	\$5,000
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*July to June*

Responsible Agencies – OTO

- Review and/or update the existing program management plan to ensure compliance with MAP-21 and FAST ACT.

5.5 Data Collection and Analysis.....	\$10,500
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*July to June*

Responsible Agencies – OTO

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes.
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts.

5.6 Community Support .....	\$5,000
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*July to June*

Responsible Agencies – OTO

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives.

**5.7 ADA/Title VI Appeal Process ..... \$3,000***July to June*

Responsible Agencies – OTO

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process.

**5.8 Transit Signal Priority Committee..... \$5,000***July to June*

Responsible Agencies – OTO

- OTO will form a subcommittee to investigate giving Transit Signal Priority at major intersections.

**5.9 Origin and Destination Information for Marketing CU Transit ..... \$4,000***July to June*

Responsible Agencies – OTO

- OTO staff assistance in providing necessary origin and destination data for marketing CU Transit.

**End Products for FY 2017**

- Transit agency coordination
- Solicit for FTA funding, rank applications and program projects for FY 2017-2020 TIP.
- Special Studies
- Transit Coordination Plan Implementation.
- LCBT agendas, minutes, and meetings.
- Transit Survey.
- CU Transit ADA/Title VI Appeals processed.
- Transit Signal Priority Committee.
- Origin and Destination Data.

**Tasks Completed in FY 2016**

- Transit Coordination Plan Implementation.
- Solicit for FTA funding, rank applications and program projects for FY 2015-2018 TIP amendments (Completed December 2015).
- LCBT agenda, minutes, and meetings (Completed June 2016).
- Transit agency coordination
- Regional paratransit coordination



**Funding Sources**

Local Match Funds	\$9,960	20%
Federal CPG Funds	\$39,840	80%
<b>Total Funds</b>	<b>\$49,800</b>	<b>100%</b>

**Task 6 – City Utilities Transit Planning (FTA 5307 Funding for City Utilities)**

<b>Work Elements</b>	<b>Estimated Cost</b>
<b>6.1 Operational Planning.....</b>	<b>\$100,000</b>
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> <li>• Route analysis.</li> <li>• City Utilities Transit grant submittal and tracking.</li> <li>• City Utilities Transit collection and analysis of data required for the National Transit Database Report.</li> <li>• City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.</li> <li>• CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00).</li> </ul>	
<b>6.2 ADA Accessibility.....</b>	<b>\$20,000</b>
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> <li>• CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants.</li> </ul>	
<b>6.3 Transit Fixed Route and Regional Service Analysis Implementation .....</b>	<b>\$10,000</b>
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> <li>• CU will implement recommendations of the Transit Fixed Route Regional Service Analysis.</li> </ul>	
<b>6.4 Service Planning .....</b>	<b>\$30,000</b>
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> <li>• Collection of data from paratransit operations as required.</li> <li>• CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)</li> <li>• Title VII service planning.</li> </ul>	
<b>6.5 Financial Planning .....</b>	<b>\$30,000</b>
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> <li>• CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.</li> </ul>	

**6.6 Competitive Contract Planning ..... \$2,000***July to June*

Responsible Agencies – City Utilities

- CU Transit will study opportunities for transit cost reductions through the use of third-party and private sector providers.

**6.7 Safety, Security and Drug and Alcohol Control Planning..... \$10,000***July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by MAP-21.

**6.8 Transit Coordination Plan Implementation..... \$6,000***July to June*

Responsible Agencies – City Utilities

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes. To include annual training for applicants of 5310 funding and a focus on education, including media outreach.

**6.9 Program Management Plan ..... \$4,000***July to June*

Responsible Agencies – City Utilities

- Review the existing program management plan to ensure compliance with MAP-21 and future reauthorization. Depending on final federal guidance Section 5339 grants may require a Program Management Plan.

**6.10 Data Collection and Analysis ..... \$4,000***July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.

**End Products for FY 2017**

- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

**Tasks Completed in FY 2016**

- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

**Funding Sources**

CU Match Funds	\$43,200	20%
FTA 5307 Funds	\$172,800	80%
<b>Total Funds</b>	<b>\$216,000</b>	<b>100%</b>

**Task 7 – Special Studies and Projects**

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long Range Transportation Plan.

**Work Elements****Estimated Cost****7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems  
\$8,306**

*July to June*

Responsible Agency – OTO

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed.

**7.2 Grant Applications to support Livability/Sustainable Planning ..... \$6,500**

*July to June*

Responsible Agency – OTO

- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning. Project selection could result in OTO administering livability/sustainability-type projects.

**7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan .....  
\$9,500**

*July to June*

Responsible Agency – OTO

- Studies relating to projects in the Long Range Transportation Plan.

**End Products for FY 2017**

- ITS Coordination.
- Grant Applications.
- Study for projects in the Long Range Transportation Plan.

**Tasks Completed in FY 2016**

- ITS Coordination (Completed June 2016).
- Worked with Springfield's Impacting Poverty Group (Completed June 2016).
- Developed analysis of transit options for northwest Springfield (Completed December 2015).

**Funding Sources**

Local Match Funds	\$4,861	20.00%
Federal CPG Funds	\$19,445	80.00%
<b>Total Funds</b>	<b>\$24,306</b>	<b>100.00%</b>

**Task 8 – MoDOT Transportation Studies & Data Collection****MoDOT Transportation Studies and Data Collection ..... \$89,500**

MoDOT Southwest District - \$89,500

*July to June*

Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
  - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
  - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
  - Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process.
  - Miscellaneous studies to analyze congestion along essential corridors may also be conducted.
  - Maintenance of the travel time collection units.

**Source of Eligible MoDOT Match**

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$68,364	\$44,682	\$24,859	\$137,905	15	\$20,685
Traffic Study Specialist	\$44,400	\$29,019	\$16,145	\$89,564	30	\$26,869
Information Systems Specialist	\$39,156	\$25,592	\$14,238	\$78,986	10	\$7,898
Senior Traffic Studies Technician	\$37,800	\$24,705	\$13,745	\$76,250	45	\$34,312
<b>Total Eligible Match</b>						<b>\$89,764</b>
<b>Total Match Requested</b>						<b>\$89,500</b>

**End Products for FY 2017**

- Annual traffic counts within the OTO area for MoDOT roadways.
- Annual crash data.
- Speed Studies.
- Maintenance of the travel time collection units.

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2016).
- Annual crash data (Completed June 2016).
- Speed Studies (Completed June 2016).
- Installation of the travel time collection units (Completed December 2015).

Value of MoDOT Direct Costs	\$89,500
	<u>X 80%</u>

(federal pro rata share of value of direct costs – no actual funds)

## Expenditure Summary by Work Task

	Local Funding				Federal Funding				
Task	Local Match	City Utilities	SAFETY Match	In-Kind	CPG	SAFETY	5307	Total	Percent (%)
1	\$28,400				\$113,600			\$142,000	12.61%
2	\$29,200			\$10,000	\$156,800			\$196,000	17.41%
3	\$79,662				\$318,648			\$398,310	35.38%
4	\$19,854				\$79,416			\$99,270	8.82%
5	\$9,960				\$39,840			\$49,800	4.42%
6		\$43,200					\$172,800	\$216,000	19.19%
7	\$4,861				\$19,445			\$24,306	2.16%
TOTAL	\$171,937	\$43,200	\$0	\$10,000	\$727,749	\$0	\$172,800	\$1,125,686	100.00%
8	Value of MoDOT "Direct Cost"							\$89,500	
Total of Transportation Planning Work								\$1,215,186	

## Federal Consolidated Planning Grant (CPG) Funding FY 2017 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-7	\$1,125,686
Minus City Utilities Transit (FTA 5307 Funding)	-\$216,000
Actual Total Ozarks Transportation Organization Expenditures	\$909,686
PLUS Value of Task 8 MoDOT Direct Costs Credit	+\$89,500
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$999,186
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible

\$799,349

\*Federal Funding as a percentage of total OTO actual transportation planning costs is actually ~~89.487.8%~~ (\$799,349/\$909,686). The value of MoDOT Direct Costs allow OTO to include an additional \$71,600 in Federal CPG funding.

## Budgeted Revenue FY 2017 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds (CPG Funds)	\$799,349
MoDOT "Direct Costs" Match	\$17,900
Local Match to be Provided/In-kind Match	\$181,937
<b>Total Ozarks Transportation Organization Revenue</b>	<b>\$999,186</b>
<b>CU Revenue (FTA 5307 Funding for City Utilities)</b>	<b>Total Amount Budgeted</b>
City Utilities Transit Planning – FTA 5307 Funding	\$172,800
City Utilities Local Match	\$43,200
<b>Total CU Revenue</b>	<b>\$216,000</b>



<b>TOTAL Budgeted Revenue for FY 2017 UPWP</b>	<b>\$1,215,186</b>
<b>Total Available Federal Revenue for FY 2017 UPWP Work Activities</b>	
FY 2014 and FY 2015 (MO-81-0013) CPG Fund Balance as of 12/31/2015*	\$879,571.67
Less remaining CPG funds to be spent FY 2016	<u>\$388,730.11</u>
	\$490,841.56
FY 2016 Estimated CPG Funds allocation	\$570,848.00
FY 2017 Estimated CPG Funds allocation**	<u>\$582,265.00</u>
TOTAL Estimated CPG Funds Available for FY 2017 UPWP	\$1,643,954.56
<b>TOTAL CPG Funds Programmed for FY 2017</b>	<b>(\$799,349)</b>
Remaining Unprogrammed Balance****	<b>\$844,605.56</b>

\*Previously allocated, but unspent CPG Funds through 12/31/15.

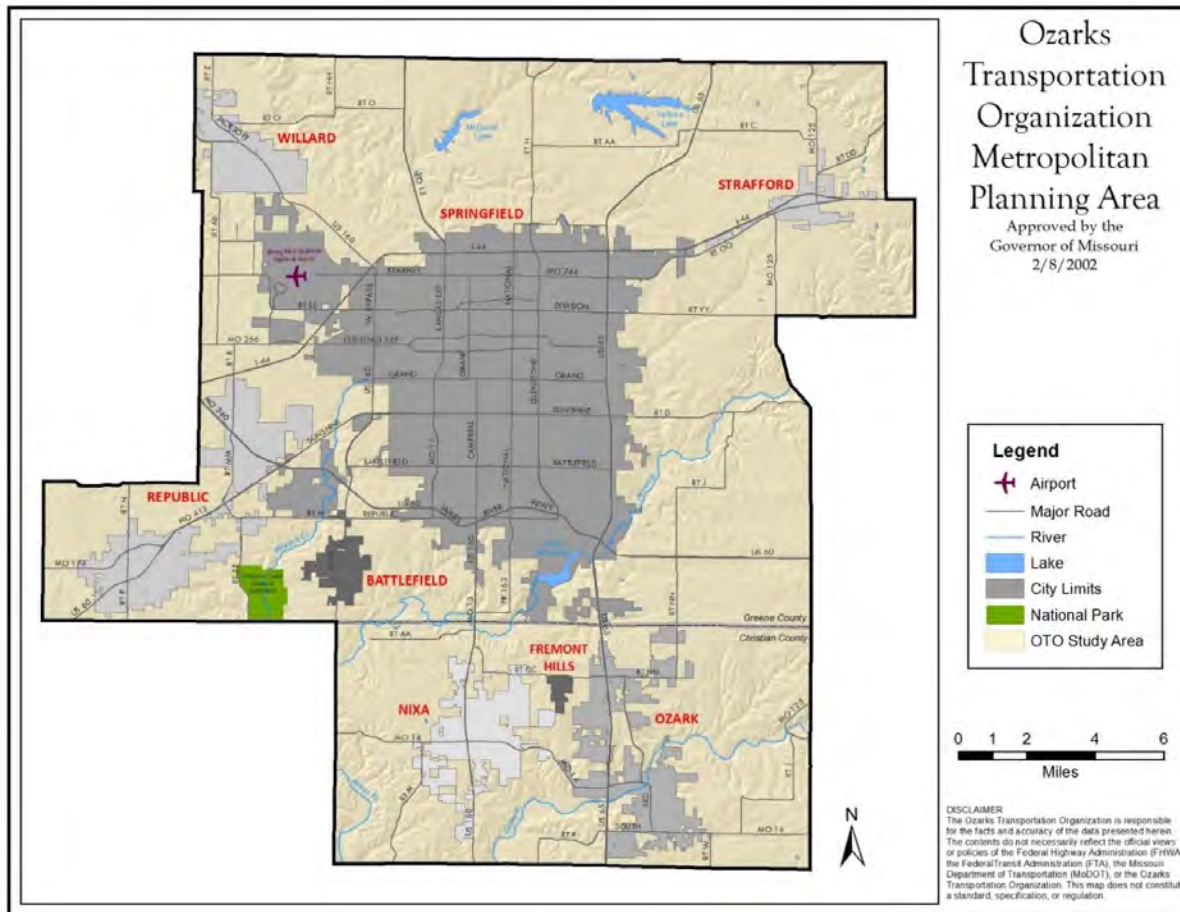
\*\*The 2017 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill.

\*\*\*\*Previously allocated but unprogrammed CPG funds.

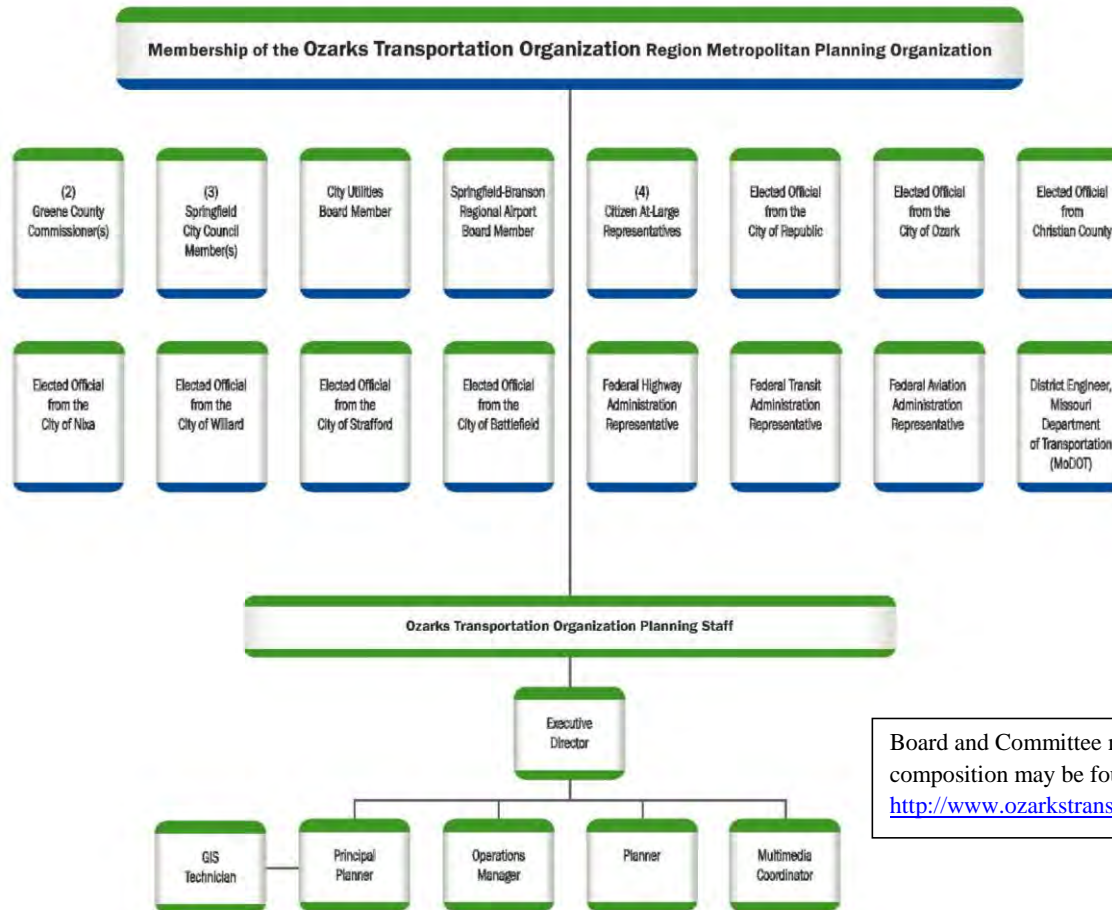
#### Justification for Carryover Balance

The projected carryover balance of ~~\$964,605.56~~ \$844,605.56 represents approximately ~~1.69~~ 1.48 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2016, Congress delayed the full appropriation until after the beginning of the OTO fiscal year. The full combined FHWA/FTA grant amount was not known until March 2016. Therefore, MoDOT as a general rule, does not allow for FY 2017 amounts to be available until the next OTO budget year, FY 2018. Therefore, OTO must always maintain a balance of at least one years' worth of funding. The remaining carryover balance of approximately six months' worth of funding is reserved for special studies and projects.

OTO Map



OTO Organization Chart



Board and Committee membership composition may be found at:  
<http://www.ozarkstransportation.org>

## APPENDIX A

Fiscal Year 2017

July 1, 2016 - June 30, 2017

### OTO UPWP DETAIL

*Utilizing Consolidated Planning Grant Funds*

#### ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
<b>Building</b>				
Building Lease	\$64,492		\$64,492	
Utilities	\$5,400		\$5,400	
Office Cleaning	\$3,300		\$3,300	
Parking	\$0		\$0	
<b>Total Building</b>		\$73,192		\$73,192
<b>Commodities</b>				
Office Supplies/Furniture	\$12,000		\$12,000	
Publications	\$550		\$550	
Public Input Promotional Items	\$2,000		\$2,000	
<b>Total Commodities</b>		\$14,550		\$14,550
<b>Information Technology</b>				
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$6,000	
Data Backup/Storage	\$4,500		\$4,500	
GIS Licenses	\$5,000		\$5,000	
IT Maintenance Contract	\$9,000		\$9,000	
Software	\$3,000		\$3,000	
Webhosting	\$800		\$800	
<b>Total Information Technology</b>		\$28,300		\$28,300
<b>Insurance</b>				
Board of Directors Insurance	\$5,000		\$5,000	
Errors & Omissions	\$2,900		\$2,900	
Liability Insurance	\$1,300		\$1,300	
Workers Comp	\$1,200		\$1,200	
<b>Total Insurance</b>		\$10,400		\$10,400
<b>Operating</b>				
Copy Machine Lease	\$3,000.00		\$3,000.00	
Dues/Memberships	\$8,000.00		\$8,000.00	
Education/Training/Travel	\$25,000.00		\$25,000.00	
Food/Meeting Expense	\$4,500.00		\$4,500.00	
Legal/Bid Notices	\$6,000.00		\$6,000.00	
Postage/Postal Services	\$5,000.00		\$5,000.00	
Printing/Mapping Services	\$25,000.00		\$13,000.00	
Public Input Event Registrations	\$1,500.00		\$1,500.00	
Staff Mileage Reimbursement	\$3,300.00		\$3,300.00	
Telephone/Internet	\$5,650.00		\$5,650.00	
<b>Total Operating</b>		\$86,950.00		\$74,950.00

<i>Cost Category</i>	<i>Budgeted Amount FY16</i>	<i>Total Amount Budgeted FY16</i>	<i>Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>
<b>Personnel</b>				
Salaries & Fringe	\$445,294		\$445,294	
Mobile Data Plans	\$2,700		\$2,700	
Payroll Services	\$2,700		\$2,700	
<b>Total Personnel</b>		\$450,694		\$450,694
<b>Services</b>				
Aerial Photos	\$0		\$0	
Audit	\$7,000		\$7,000	
Professional Services	\$12,000		<b>\$24,000</b>	
<b>Regional Trail Investment Study</b>	\$0		<b>\$150,000</b>	
TIP Tool Maintenance	\$9,600		\$9,600	
TIP Tool Software	\$25,000		\$25,000	
Travel Time Collection Units	\$0		\$0	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
<b>Total Services</b>		\$85,600		<b>\$247,600</b>
In-Kind Match, Donated				<b>\$899,686</b>
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000
<b>TOTAL OTO Expenditures</b>		<b>\$759,686</b>		<b>\$909,686</b>
In-Kind Match, Direct Cost, Donated				
Direct Cost - MoDOT Salaries	\$89,500		\$89,500	
<b>TOTAL OTO Budget</b>		<b>\$849,186</b>		<b>\$999,186</b>
<b>Direct Outside Grant</b>				
CU Transit Salaries*	\$216,000		\$216,000	
<b>TOTAL EXPENDITURES</b>		<b>\$1,065,186</b>		<b>\$1,215,186</b>

Notes \* Cost includes federal and required 20% matching funds.

#### ESTIMATED REVENUES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
<b>Ozarks Transportation Organization Revenue</b>				
Consolidated FHWA/FTA PL Funds	\$679,349		<b>\$679,349</b>	<b>\$799,349</b>
Local Jurisdiction Match Funds	\$70,337		<b>\$70,337</b>	<b>\$100,337</b>
In-kind Match, Meeting Attendance**	\$10,000		\$10,000	
MoDOT Direct Service Match**	\$89,500		\$89,500	
<b>Total Ozarks Transportation Organization Revenue</b>		<b>\$849,186</b>		<b>\$849,186</b>
				<b>\$999,186</b>
<b>Direct Outside Grant</b>				
City Utilities Transit Planning				
FTA 5307	\$172,800		\$172,800	
City Utilities Local Match	\$43,200		\$43,200	
<b>Total Direct Outside Grant</b>		<b>\$216,000</b>		<b>\$216,000</b>
<b>TOTAL REVENUE</b>		<b>\$1,065,186</b>		<b>\$1,215,186</b>

Notes: \* Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

\*\* In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

## APPENDIX B

FY 2016

July 1, 2015 - June 30, 2016

### ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Budgeted</i>	
	<i>Amount</i>	<i>Budgeted</i>	<i>Amount</i>	<i>Total Budget</i>
	<i>FY16</i>	<i>FY16</i>	<i>FY17</i>	<i>FY17</i>
Aerial Photos	\$0		\$0	
Audit	\$7,000		\$7,000	
Professional Services Fees	\$12,000		<b>\$24,000</b>	
Data Storage/Backup	\$4,500		\$4,500	
IT Maintenance Contract	\$9,000		\$9,000	
Online TIP Tool	\$9,600		\$9,600	
Online TIP Tool Software	\$25,000		\$25,000	
<b>Regional Trail Investment Study</b>	\$0		<b>\$150,000</b>	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
<b>Total Consultant Usage</b>		<b>\$99,100.00</b>		<b>\$261,100.00</b>

**TAB 10**

## Congress Eyes Short-Term Funding Bill, Delaying Increases in Trust Fund Programs

## AASHTO Journal

It looks as if state departments of transportation and transit agencies around the country will start the 2017 federal budget year without the higher funding levels Congress approved in last year's FAST Act, as lawmakers eye a short-term government funding bill at 2016 levels.

Senate Majority Leader Mitch McConnell, R-Ky., told reporters Sept. 8 that he was discussing a temporary measure with Minority Leader Harry Reid, D-Nev., to [extend government-wide funding at current levels through Dec. 9](#).

If that passes both the Senate and House, transportation agencies will only be

able to count on the same federal funding levels they had in 2016 for more than two months of the 2017 fiscal year that starts Oct. 1. However, they could still receive the scheduled increases later, assuming that Congress passes a full-year funding measure after the November elections.

"While a short-term bill would make it more likely that Congress restores full 2017 funding for transportation programs later this year, it also delays the increases that state DOTs and other agencies have counted on,"





said Bud Wright, executive director of the American Association of State Highway and Transportation Officials.

"That means it delays the economic benefits of investing that extra money into construction projects that can improve highway and transit safety, reduce congestion and create more jobs," he told the AASHTO Journal. "And for at least some of our member DOTs that are under strict limits for how they plan their own budgets, it means that once again Congress has introduced a disruptive element of uncertainty about when it will release promised funds to transportation programs."

The Fixing America's Surface Transportation Act authorized increases in each of its five years for highway and transit programs paid for out of the Highway Trust Fund, as well as for transit and rail programs covered by the general fund.

While lawmakers have to back up those authorizations with annual appropriations votes, the trust fund programs are traditionally protected in appropriations except for when Congress resorts to a "continuing resolution" or CR. That happens if it cannot pass either individual spending bills for specific areas of government such as the USDOT or an omnibus spending measure for all federal programs.

However, the situation could have been worse, as some lawmakers reportedly told congressional leaders they preferred a longer-term CR that would last into the 2017 calendar year, or perhaps through the entire fiscal year ending Sept. 30, 2017, and force the next president to try to work out a new budget deal with Congress.

Those scenarios would have meant state DOTs would be unable to tap into their funding increases already authorized 2017 levels as they planned construction projects for the coming year.

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Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).

September 09, 2016

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## Shape of Future Interstate Highway System Seen Tied to How Well It is Funded

AASHTO Journal

Federal Highway Administrator Gregory Nadeau told a special panel on the future of the 47,000-mile interstate highway system that how it utilizes emerging technologies and responds to demographic changes will [depend heavily on how well it is funded](#).

The Transportation Research Board – part of the National Academies of Sciences, Engineering, and Medicine – began a 30-month effort to consider the possibilities and [make recommendations on the future of the interstate system](#).

That study, as required by the 2015 FAST Act, will be managed by a 14-member committee of experts who will report to Congress "on the actions needed to upgrade and restore the Dwight D. Eisenhower

National System of Interstate and Defense Highways to its role as a premier system that meets the growing and shifting demands of the 21st century."

Nadeau told a daylong panel meeting Sept. 6 that the nation's traditional reliance on motor fuel excise taxes as the principal user fee for highway and transit investments will not suffice to meet projected investment needs.

He said the Federal Highway Administration, in its annual Conditions and Performance Report, projects that the nation needs to invest \$1.7 trillion over the next 10 years to maintain, improve and expand the highway and transit systems.



"It's obvious to everyone that we're not investing enough, but there's no consensus around how to find additional dollars," Nadeau said at the panel's inaugural session in Washington, D.C.

With the surface transportation system facing "comprehensively significant" needs, he said, "what we're probably looking at is an expansion of the definition of user fee. A much more comprehensive approach to how we fund investment in this country in our infrastructure."

Bud Wright, AASHTO's executive director, told the panel that "the outcome of this study must provide a clear direction on how we as a nation can invest our scarce resources and prioritize needs on this system of limited-access highway facilities."

"AASHTO believes that any set of adopted funding measures must coalesce around practical revenue options," he added, "focused on – but not necessarily limited to – user fee-based taxes and fees."

Wright said the study should also strive to further improve the efficiency, reliability and safety of travel for both passenger and freight traffic, with perhaps very different sets of needs over the next 50 years.

He also said the study should examine the future of the interstate system within the context of meeting both rural and urban needs that have evolved greatly since the system's beginnings in 1956.

"The travel patterns, demographics of users, and traffic mix, and levels of demand, among others, can be vastly different between a 10-lane urban interstate versus a four-lane rural facility," Wright said.

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Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).

September 09, 2016

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SEP  
8

## Coming Soon: Better Bus Rides in a Community Near You

Posted by Acting Federal Transit Administrator Carolyn Flowers

At the Federal Transit Administration (FTA), helping transit agencies reach and maintain a state of good repair for all of their vehicles and equipment is a top priority.

Today, we're taking a major step toward that goal by awarding nearly \$211 million in grants to help communities nationwide upgrade their transit buses and related facilities.

[Submit Feedback >](#)



Photo credit: Anthony Ramos via Wikimedia Commons

These grants are the result of the re-establishment of the competitive Bus & Bus Facilities program in the [FAST Act](#). And this year's round of funding was competitive indeed, with 284 applications requesting over \$1.6 billion.

It was challenging to narrow the field down to the final selections: [61 projects in 41 states and the U.S. Virgin Islands](#).

I'm excited that FTA can provide this important funding to move projects forward in nearly every corner of the country, from our largest metros to rural areas and even Native American reservations.

Communities nationwide are dealing with aging bus fleets that are in need of rehabilitation and replacement, as well as a lack of modern maintenance facilities and other crucial infrastructure.

The competitive Bus & Bus Facilities program helps fill in some of those gaps, providing funding that supplements FTA's other grant programs as well as state and local efforts.

That means improved bus service that uses state-of-the-art vehicles, resulting in fewer costly breakdowns, more reliable service, and, often, more environmentally-friendly engines and fuels.

Investing in our bus infrastructure is a critical way to connect people to opportunity – like in Flagstaff, Arizona, where new hybrid-electric buses will connect riders from downtown Flagstaff to Northern Arizona University.

Workforce development is a key part of [Ladders of Opportunity](#), as well, so we're proud to

support projects like those in Monterey County, California, and Baltimore, Maryland, that will train transit professionals in operating new vehicles and technologies.

Whether getting to a job, class, or doctor’s appointment, or just visiting friends and family, buses connect Americans to vital destinations every day.

We at FTA will keep working to make those bus rides as safe, convenient, and accessible as possible.

Post new comment

Your name \*

Your Website

Comment \*

Submit

Search Blog:





## Fiscal Year 2016 Bus and Bus Facilities Projects

State	Project Sponsor	Project Description	Funding
AK	Fairbanks North Star Borough	The Fairbanks North Star Borough will receive funding for the renovation and expansion of its transit facility to accommodate its full bus fleet indoors for maintenance, inspection and storage.	\$12,800,000
AL	Birmingham-Jefferson County Transit Authority	The Birmingham-Jefferson County Transit Authority will receive funds to purchase a new Compressed Natural Gas (CNG) bus for service in the Birmingham, Alabama region.	\$ 405,000
AR	Central Arkansas Transit Authority (dba Rock Region METRO)	The Central Arkansas Transit Authority in Little Rock will receive funding to purchase CNG buses to replace vehicles that have met their useful life.	\$ 1,653,498
AZ	Northern Arizona Intergovernmental Public Transportation Authority	The Northern Arizona Intergovernmental Public Transportation Authority will receive funding to purchase hybrid-electric diesel buses to expand service in Flagstaff on the Mountain Link Line, which links downtown Flagstaff with Northern Arizona University.	\$ 2,202,522
AZ	Yavapai-Apache Nation	The Yavapai-Apache Nation in the Verde Valley region of Arizona will receive funding for the purchase of a 14-passenger van to expand transit service, and for the construction of bus stop shelters.	\$ 105,000
CA	San Joaquin Regional Transit District	San Joaquin Regional Transit District will receive funding to replace its aging bus fleet with new hybrid diesel-electric buses.	\$ 8,284,000
CA	Los Angeles County Metropolitan	The Los Angeles County Metropolitan Transportation Authority (LACMTA) will receive funding for the replacement of buses that have met their useful life with CNG buses to operate in the	\$10,500,000

	Transportation Authority	South Bay LA area. LACMTA will also install related CNG infrastructure and train workers on the new technology.	
CA	Monterey-Salinas Transit	Monterey-Salinas Transit will receive funding for the replacement of buses which have met their useful life, and for a National Training Institute (NTI) workforce development training for workers to learn the new technology.	\$ 3,687,100
CA	Sacramento Regional Transit District	Sacramento Regional Transit District will receive funding to replace buses that have met their useful life with new CNG-fueled buses.	\$ 695,088
CA	California Department of Transportation	The California Department of Transportation will receive funding to construct a new maintenance facility in the Monterey-Salinas area, which does not currently have one.	\$ 4,280,512
CA	Marin County Transit District	Marin County Transit District will receive funding for the design and construction of a new vehicle maintenance and storage facility and an innovative training course on the maintenance and operation of electric and hybrid bus transit vehicles.	\$ 4,400,000
CA	San Luis Obispo Regional Transit Authority	San Luis Obispo Regional Transit Authority will receive funding for the design and construction of a new downtown transit center to replace the current facility.	\$ 4,000,000
CA	Santa Barbara Metropolitan Transit District	The Santa Barbara Metropolitan Transit District will receive funding to purchase new buses replacing buses that have surpassed their useful life.	\$ 5,680,905
CA	Foothill Transit	Foothill Transit will receive funding for the design and construction of a transit center near Mt. San Antonio College, a community college in eastern Los Angeles County.	\$ 7,240,000
CA	Sacramento Regional Transit District	Sacramento Regional Transit District will receive funding to replace CNG fueling equipment at a bus maintenance facility.	\$ 400,000
CO	Mesa County	Mesa County will receive funding to purchase replacement diesel buses with wheelchair lifts to accommodate passengers with mobility needs.	\$ 208,000
	Hillsborough	The Hillsborough Area Regional Transit Authority (HART) will receive funding to purchase CNG buses to	



FL	Transit Authority	replace diesel buses that have reached the end of their useful life.	\$ 4,273,771
GA	Chatham Area Transit Authority	The Chatham Area Transit Authority will receive funding to purchase paratransit vehicles that will operate in Savannah.	\$ 1,608,880
HI	State of Hawaii, Department of Transportation	The State of Hawaii's Department of Transportation will receive funding to purchase replacement transit vehicles.	\$ 960,000
IA	Iowa Department of Transportation	The Iowa Department of Transportation will receive funding to replace buses that operate in rural areas and have reached the end of their useful life.	\$ 4,273,771
IL	Rock Island County Metropolitan Mass Transit District (Metrolink)	The Rock Island County Metropolitan Mass Transit District (Metrolink) will receive funding to replace diesel buses that have exceeded their useful life with CNG buses.	\$ 391,000
IN	City of Columbus	The City of Columbus will receive funding to purchase transit vehicles to replace vehicles that have reached the end of their useful life.	\$ 728,000
KY	Kentucky Transportation Cabinet	The Kentucky Transportation Cabinet will receive funding for expansion and replacement of transit vehicles that serve rural counties throughout the state.	\$ 5,823,974
MA	Massachusetts Bay Transportation Authority (MBTA)	The Massachusetts Bay Transportation Authority (MBTA) will receive funding for a new Quincy Center Bus Terminal and intermodal enhancements.	\$ 4,273,771
MD	Maryland Department of Transportation	The Maryland Department of Transportation will receive funding for its Bus Mini Overhaul Program, a rehabilitation project for buses, and related workforce training in the greater Baltimore region.	\$ 533,575
ME	Maine Department of Transportation	The Maine Department of Transportation will receive funding for the purchase of replacement buses for the Community Connector in the Bangor, Maine area.	\$ 1,441,600
MI	Mass Transportation Authority	The Mass Transportation Authority will receive funding for the purchase of CNG transit buses for Flint and a workforce development training program for mechanics and drivers.	\$12,800,000

MN	Metropolitan Council/Metro Transit	The Metropolitan Council/Metro Transit will receive funding to purchase one low floor bus for Minnesota Valley Transit in Dakota and Scott Counties.	\$ 103,515
MO	City Utilities of Springfield, Missouri	The City Utilities of Springfield, Missouri, will receive funding for new buses and workforce development activities.	\$ 3,870,960
MO	Kansas City Area Transportation Authority	The Kansas City Area Transportation Authority will receive funding for multiple types of buses to replace vehicles that have met their useful life.	\$ 8,986,350
MT	Confederated Salish and Kootenai Tribes	The Confederated Salish and Kootenai Tribes will receive funding for buses, vans, and Commercial Drivers License (CDL) training.	\$ 681,450
NC	City of Greensboro	The City of Greensboro will receive funding to renovate its ticketing, call center, and waiting areas of the J. Douglas Galyon Bus Depot.	\$ 960,000
ND	North Dakota Department of Transportation	The North Dakota Department of Transportation will receive funding for the replacement of transit vehicles and buses for rural providers in North Dakota.	\$ 844,000
NE	Transit Authority of the City of Omaha (Metro)	The Transit Authority of the City of Omaha (Metro) will receive funding to purchase new CNG buses and partner with local community and workforce development centers to integrate public transit into the local workforce development experience.	\$ 2,424,240
NH	New Hampshire Department of Transportation	The New Hampshire Department of Transportation will receive funding to purchase new buses and support vehicles for Advance Transit in the Upper Valley/Dartmouth area.	\$ 382,500
NJ	New Jersey Transit Corporation	New Jersey Transit will receive funding to construct a new bus terminal in Passaic, New Jersey.	\$ 2,656,452
NM	City of Las Cruces	The City of Las Cruces will receive funding to purchase replacement buses for the RoadRUNNER service.	\$ 1,134,750
NY	New York City Department of Transportation	The New York City Department of Transportation will receive funding to construct bus lanes and stations, refurbish bus stops and transfer points, make safety improvements, and upgrade its transit signal priority	\$ 4,273,771

		and signal timing.	
OH	Ohio Department of Transportation	The Ohio Department of Transportation will receive funding to purchase replacement vehicles for 34 rural transit agencies in Ohio.	\$ 6,691,634
OK	Central Oklahoma Transportation and Parking Authority	The Central Oklahoma Transportation and Parking Authority will receive funding to purchase new CNG replacement buses for their fixed route service in Oklahoma City.	\$ 1,932,000
OK	Oklahoma Department of Transportation	The Oklahoma Department of Transportation will receive funding to replace ADA transit vehicles for 10 rural transit providers.	\$ 3,590,154
OR	City of Wilsonville (SMART Transit)	The City of Wilsonville (SMART Transit) will receive funding to purchase a replacement bus.	\$ 320,000
PA	River Valley Transit	River Valley Transit will receive funding to purchase new CNG replacement buses in Williamsport.	\$ 2,040,000
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	SEPTA will receive funding to rehabilitate the Wissahickon Transit Center on the Manayunk/Norristown line in Northwest Philadelphia.	\$ 4,000,000
PA	Transportation and Motor Buses for Public Use Authority (AMTRAN)	AMTRAN will receive funding to purchase replacement buses in Altoona.	\$ 864,000
RI	Rhode Island Public Transit Authority (RIPTA)	RIPTA will receive funding for the construction of the new Goff Avenue Bus Hub and Passenger Facility and transit corridor improvements.	\$ 5,636,745
SC	Berkeley-Charleston-Dorchester Council of Governments	The Berkeley-Charleston-Dorchester Council of Governments will receive funding to purchase commuter style coaches and related equipment in the Charleston region.	\$ 6,153,600
SD	City of Sioux Falls	The City of Sioux Falls will receive funding to rehabilitate and modernize its downtown transit station.	\$ 1,145,850
TN	Memphis Area Transit Authority (MATA)	MATA will receive funding to purchase replacement transit buses, saving the system money by deploying new transit technology.	\$ 4,273,771
TX	Capital Metropolitan Transportation	Capital Metro will receive funding to purchase replacement transit vehicles in the Austin region, supporting the regional mobility partnership between	\$

	Authority (Capital Metro)	Capital Metro and the Capital Area Rural Transportation System (CARTS).	11,249,240
TX	City of Laredo & Laredo Transit Management Inc.	The City of Laredo & Laredo Transit Management Inc., will receive funding for the construction and rehabilitation of its El Metro Administration Facility.	\$ 9,875,083
TX	City of Wichita Falls	The City of Wichita Falls will receive funding to purchase additional buses, reducing headways from one hour to 30 minutes on 3 routes, and adding service to Sheppard Air Force Base.	\$ 1,376,000
UT	Utah Transit Authority (UTA)	UTA will receive funding for a bus replacement and modernization project in Salt Lake City, replacing buses that have surpassed their useful life.	\$ 4,273,770
VA	Transportation District Commission of Hampton Roads	Hampton Roads Transit will receive funding to replace buses that have surpassed their useful lives, thereby improving passenger service in the Hampton Roads region.	\$ 1,257,393
VI	Virgin Islands Department of Public Works	The Virgin Islands Department of Public Works will receive funding to rehabilitate its La Reine Bus Facility.	\$ 1,696,405
VT	Vermont Agency of Transportation	The Vermont Agency of Transportation will receive funding to purchase transit buses for Green Mountain Transit.	\$ 3,924,000
WA	City of Longview	The City of Longview will receive funding for its Downtown Transit Center Expansion project.	\$ 2,784,000
WA	City of Longview	The City of Longview will receive funding to purchase low-floor biodiesel buses.	\$ 832,000
WA	Clark County Public Transportation Benefit Area	The Clark County Public Transportation Benefit Area will receive funding to purchase low-floor, hybrid diesel-electric buses.	\$ 6,080,000
WA	Spokane Transit Authority	The Spokane Transit Authority will receive funding to construct a multimodal transit center in the West Plains area.	\$ 1,000,000
WI	Wisconsin Department of Transportation	The Wisconsin Department of Transportation will receive funding for the replacement of a side loading accessible mini-van in Tomah, Wisconsin.	\$ 26,400

Funding Total

\$210,990,000

Updated: Thursday, September 8, 2016

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### *Related Links*

- [Buses and Bus Facilities Grants Program](#)

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Traffic moves along on Interstate 10 July 5, 2011, approaching Interstate 405 in Los Angeles. Municipal officials are pushing for a new half-cent sales tax and the extension of an existing levy that could raise \$120 billion for transportation infrastructure for the city over the next four decades. (Bloomberg file photo)

## Infrastructure makes a comeback on ballots

By: Bloomberg News   September 13, 2016   3:35 pm   0

Voters will have more than Donald Trump and Hillary Clinton to consider at the polls in November; they'll be weighing whether to approve spending for over \$200 billion for roads, transit systems, schools and other projects.

For the first time since 2008, voters will see more than half a dozen so-called mega infrastructure projects on ballot measures, including \$120 billion in Los Angeles; \$53.8 billion in Seattle; \$4.7 billion in southeastern Michigan and \$2.5 billion in Atlanta. In California, voters will decide on funding housing for the homeless, \$9 billion of school-facility bonds and to further finance San Francisco's transit system. Colorado ballot measures contain \$4 billion of bonds for schools in various districts.

Officials are banking on voters giving them authority to tap into near record-low municipal bond interest rates to address a backlog of projects estimated at \$3.6 trillion, according to the American Society of Civil Engineers in Washington.

"Everyone's been talking for years that interest rates are low and it's a good time to borrow," said Natalie Cohen, managing director for municipal-securities research with Wells Fargo Securities LLC in New York. "Lower interest rates are with us now, but there's some expectation they will go up."

The long list of projects is viewed as a sign of renewed confidence in many state and local governments that a stronger economy has restored revenues and made it possible to focus on new spending to address the backlog of needs including road and highways, transit systems and sewer and water works. The need for such spending has been injected into the U.S. presidential campaign, with both Clinton and Trump promising hundreds of billions of dollars for the country's fraying infrastructure.

"What we're seeing going on at the ballots is state and local governments acknowledging they have an infrastructure problem and are now showing a willingness to do something about it," said Brian Pallasch, managing director government relations and infrastructure initiatives at the civil engineers society. "This problem has been building for years."

Overall the financial health of many state and local governments continues to improve after suffering setbacks after the financial crisis that began in 2008. S&P Global Ratings said in July that increased consumer spending and housing market expansion have helped improve the credit conditions. And state spending has surpassed pre-recession peaks even as growth continues to lag and pressure state finances, BlackRock Inc. said in a report last month.

Municipalities across the country have already sold more than \$294 billion of bonds this year, on pace to surpass 2010's record amount of bond issuance. More of the bonds are going to fund new infrastructure rather than refinancing higher cost debt sold in previous years, a sign that officials are trying to catch up on needs neglected after the worst recession since the 1930s.

Projects oriented toward improving transportation got a boost this year after Congress and the president approved a \$305 billion highway bill that will provide funding over five years, said Wells Fargo's Cohen, the first long-term surface transportation legislation in a decade. The program creates matching opportunities for local projects. Transportation is the largest need of the civil engineers group's list.

In Los Angeles, municipal officials are pushing for a new half-cent sales tax and the extension of an existing levy that could raise \$120 billion for transportation infrastructure over the next four decades. The plan calls for funding transit projects, road and highway construction as well as walking and biking routes.

"We believe that we will settle once and for all the transportation challenges" in Los Angeles, Phillip Washington, chief executive officer of the Los Angeles County Metropolitan Transportation Authority, said Monday during a conference call on transportation projects.

In general, voters have shown a willingness to approve bond and tax issues. Integrated Market Systems, a San Diego company that tracked 295 bond issues on the ballots during primaries before May 25, found that 77 percent were approved by voters. In March, North Carolina voters approved \$2 billion of bonds for new buildings at the University of North Carolina and community colleges, local water and sewer systems, parks and other projects.

"The success of funding ballot measures is very high," said Michael Likosky, infrastructure principal at 32 Advisors, a New York firm that advises on investments. "Governments are getting stabilized and asking for infrastructure funding again."