



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JANUARY 16, 2019
1:30 - 3:00 PM

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

AGENDA



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

**Technical Planning Committee Meeting Agenda
Wednesday, January 16, 2019 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/O'Connor)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the November 14, 2018 Meeting Minutes Tab 1
(1 minute/ O'Connor)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

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

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

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

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

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

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

II. New Business

**A. Transportation Alternative Project Award Recommendation Tab 3
(10 minutes/Thomason)**

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
THE RECOMMENDED PROJECTS TO THE BOARD OF DIRECTORS**

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

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

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

C. Amendment Number Four to the FY 2019-2022 TIP..... Tab 5
(5 minutes/Longpine)

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

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

D. Major Thoroughfare Plan Variance Request..... Tab 6
(5 minutes/Longpine)

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

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE MAJOR
THOROUGHFARE PLAN VARIANCE REQUEST TO THE BOARD OF DIRECTORS**

E. STIP Prioritization Criteria Review Tab 7
(10 minutes/Fields)

In preparation for the next round of Statewide Transportation Improvement Project Prioritization, staff will be providing an overview of two of the seven criteria currently used in scoring projects

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. MoDOT Update
(30 minutes/Mueller)

MoDOT will be providing an update of current and planned Statewide Transportation Improvement Projects.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. UPWP Subcommittee and Project Proposals Tab 8
(5minutes/Fields)

OTO is requesting the appointment of a subcommittee to prepare the FY 2020 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2019-June 30, 2020).

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT A FY 2020 UPWP
SUBCOMMITTEE**

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 9

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 20, 2019 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Bob Dixon, OTO Chairman
Ken McClure, City of Springfield Mayor
Senator Hawley's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE 01/16/2019; ITEM I.C.

November 14, 2018 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the November 14, 2018 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the November 14, 2018 Technical Planning Committee meeting minutes.”

OR

“Move to approve the November 14, 2018 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 14, 2018**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:35 p.m. by Co-Chair Kirk Juranas.

The following members were present:

Mr. Rick Artman, Greene County
Ms. Kristy Bork, Springfield/Branson Airport (a)
Ms. Paula Brookshire, City of Springfield (a)
Ms. Megan Clark, SMOG
Mr. Eric Claussen, City of Springfield (a)
Mr. King Coltrin, City of Strafford
Mr. Matt Crawford, City Utilities Transit
Ms. Dawne Gardner, City of Springfield (a)
Mr. Martin Gugel, City of Springfield (Co-Chair)
Mr. Zeke Hall, MoDOT

Mr. Adam Humphrey, Greene County
Mr. Kirk Juranas, City of Springfield (Co-Chair)
Mr. Joel Keller, Greene County (a)
Mr. Frank Miller, MoDOT
Mr. Andy Mueller, MoDOT (a)
Mr. Jeff Roussell, City of Nixa
Mr. Garrett Tyson, City of Republic

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative
Mr. Joshua Bird, Christian County (a)
Mr. Randall Brown, City of Willard (Vice Chair)
Mr. John Caufield, BNSF
Mr. Doug Colvin, City of Nixa (a)
Ms. Mary Kromrey, Ozark Greenways
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Bradley McMahon, FHWA
Mr. Kent Morris, Greene County Planning
Mr. Andrew Nelson, City of Republic (a)
Mr. David O'Connor, City of Willard (a)
Mr. Jeremy Parsons, City of Ozark (a)

Mr. Cole Pruitt, Missouri State University
Mr. Jason Ray, SMOG (a)
Mr. David Schaumburg, Springfield/Branson Airport
Mr. Mark Schenkelberg, FAA Representative
Mr. Frank Schoneboom, City of Battlefield
Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Mary Lilly Smith, City of Springfield
Ms. Janette Vomund, MoDOT
Ms. Eva Voss, MoDOT
Mr. Todd Wiesehan, Christian County
Mr. Chad Zickefoose, MoDOT (a)

Others present were: Mr. Garritt Brickner, City of Republic; Mr. Carl Carlson, Olsson Associates; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Coltrin moved approval of the Technical Planning Committee Meeting Agenda for November 14, 2018. Mr. Tyson seconded the motion and it was unanimously approved.

C. Approval of the September 19, 2018, Meeting Minutes

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

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields stated that due to the length of the agenda, she would forgo providing a lengthy report, but she did want to thank Kirk Juranas for serving as Chair of the Technical Planning Committee for the past year.

F. Legislative Reports

There were no representatives from the area legislators present to give a report.

II. New Business

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

Natasha Longpine stated that Administration Modifications are allowed to be made by staff. She noted this modification is for the City of Battlefield on the FF and Weaver Road sidewalk projects. She added this modification reduces the funding designated for Engineering, removes the right-of-way funding and adds funding to the programmed cost of the project. The total programmed amount is now \$610,616.

This item was shared for informational purposes only; no action by the Committee is requested.

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

Natasha Longpine stated there were several items that were included in this TIP amendment. Two of the projects were recommended for approval by the Transportation Alternatives Program subcommittee and are for sidewalks in Strafford and Willard. She stated two of the projects are in Nixa and allows them to make the STBG-U payback to MoDOT. The final four projects are being requested by MoDOT and are for scoping for various bridge and road improvements.

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

C. Federal Functional Classification Map Change Request

Andy Thomason stated that during the month of October, the OTO asks the member entities if they would like to request any Federal Functional Classification changes. He clarified that applications can be submitted at any time, but October is when the OTO conducts an 'all call'. He noted that staff had received one application from the City of Springfield and that OTO staff is putting forward an application for a location in Nixa. He briefly reviewed the

request from the City of Springfield, which was to lower the classification from a Primary Arterial to a Secondary Arterial for Grant Avenue. Mr. Thomason explained why staff was asking for the upgrade of Rosedale Road from a local street to a Major Collector, stating it connects two major collectors and a secondary arterial to US 160. He added the current classification is inconsistent with its current and future function.

Mr. Miller noted that on MoDOT's classification map, Grant Avenue is already shown as a minor arterial. Dawn Gardner indicated that if that was the case, then the City of Springfield would withdraw its request, but she would need to confirm this information with the City maps. Following a brief discussion, it was determined that the Committee would proceed with taking action on both requests, but would only move the City of Springfield's forward, if it was determined that it was necessary to do so.

Mr. Claussen moved the Technical Planning Committee recommend the Board of Directors approve the proposed Federal Functional Classification change. Mr. Miller seconded the motion and it was unanimously approved.

D. 2019 Safety and Transit Performance Targets

Natasha Longpine stated the FAST Act requires a performance-based approach to transportation investments and creates National Performance Goals. In order to comply with these goals, MoDOT and the OTO are required to establish targets, each of which, has its own requirements and timelines. She stated that the OTO can set their own goals or adopt the goals that MoDOT has established. She added that the Performance Measures Subcommittee met and recommended that the OTO adopt the statewide plan established by MoDOT.

Mr. Humphrey moved the Technical Planning Committee recommend the Board of Directors adopt the 2019 Safety and Transit Performance Targets. Mr. Garrett seconded the motion and it was unanimously approved.

E. Annual Listing of Obligated Projects

Natasha Longpine stated the OTO is required by federal law to publish an Annual Listing of Obligated Projects (ALOP). She added this report is required to be published by December 30, each year, and this particular ALOP covers the timeframe of October 1, 2017 to September 30, 2018. She stated it outlines the obligations for the OTO area, noting this is not expenditures but funding that has been designated for specific projects.

Mr. Claussen moved the Technical Planning Committee recommend the Board of Directors accept the Annual Listing of Obligated Projects. Mr. Miller seconded the motion and it was unanimously approved.

F. Federal Funds Balance Report

Natasha Longpine stated the Federal Funds Balance Report had been distributed at their places. She indicated the report was a listing of how the jurisdictions had allocated the STBG-Urban and Small Urban funding from MoDOT. Ms. Longpine stated this report shows the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. Ms. Longpine reminded the members that MoDOT has a 3-year accrual policy; any monies over that 3-year accrual will be forfeited. She asked the members present to review the report and let her know of any discrepancies.

In response to a question, Ms. Fields noted that as long as the jurisdictions meet what has been committed to obligating this year, the federal funding from MoDOT should not be an issue.

This item was provided for informational purposes only and no action by the Committee was required.

G. State of Transportation Report

Natasha Longpine stated two items had been distributed at the places of the Committee members, one being an infographic showing the performance measures set in the Long Range Transportation Plan and the 2017 State of Transportation Report. She said the Report has the eleven performance measures and some additional information regarding transportation issues in the OTO area.

This item was provided for informational purposes only and no action by the Committee was required.

H. 2019 Action Items

Sara Fields stated that since 2014, staff has been working with the Board on strategic planning. She noted that each year the Board reviews the Mission Statement, the Goals and Objectives, and the Action Items. She added historically the Technical Planning Committee has not been involved in this process, however, this year the Executive Committee requested the Technical Planning Committee review the list and suggest items they would like for the OTO to be involved in during 2019. Ms. Fields reviewed the seven categories the Action Items are divided into and briefly commented on each one.

Mr. Claussen moved the Technical Planning Committee recommend the Board of Directors accept the proposed 2019 Action Items. Mr. Humphrey seconded the motion and it was unanimously approved.

I. STIP Prioritization Criteria Overview

Sara Fields stated at the September Technical Planning Committee, the projects that were being recommended for the Statewide Transportation Improvement Program (STIP) were approved. She noted the process of scoring and prioritizing the projects is about four years old. She stated that the criteria for scoring the projects is based on the criteria used for the Long Range Transportation Plan and has been modified to reflect the shorter term conditions. She added that staff wants to review these criteria over the next few meetings so that the Committee is aware of them and has an opportunity to make suggestions for changes.

Ms. Fields stated she chose criteria #1 and #7 for the Committee to review at this meeting. She noted the first criteria is #1 and is Projects of Regional Significance and involves the projects that appear on that specific map. She said the map contains the projects that the Board believes have regional significance, adding it may be amended at any time.

Ms. Fields stated the second criteria on this agenda is #7, which is Travel Time. She noted that several years ago, the OTO partnered with the City of Springfield and MoDOT to purchase some travel time units. These units are set at different locations in the OTO area, in addition there are three mobile units. These units are used to determine the amount of

delay along the corridor. This is done by comparing the speed at which traffic is moving to the posted speed limit.

Ms. Fields stated it was her intent, unless there were objections, to have the engineers from the Traffic Management Center review this information and make some recommendations. These will be brought back to the Committee for review and comment.

Following a brief discussion, Ms. Fields stated she believed it might be beneficial to have a subcommittee to review each of the criteria in detail. It was the consensus of the Committee that this would be beneficial. Ms. Fields will notify the Committee when she is ready to establish this subcommittee and the members can let her know if they wish to be included.

This item was provided for informational purposes only and no action by the Committee was required.

J. MoDOT STIP Priorities

Andy Mueller with MoDOT stated he asked for a few minutes to address MoDOT's priorities in the OTO area. Mr. Mueller stated that as he looks at the FY 2020-2024 STIP priorities for the OTO and for MoDOT, he sees that there are a lot of the same priorities, however, they are not in the same priority order. He noted one of the items that is a priority for MoDOT is I-44. He said that the OTO's recent score for I-44 indicated it needed auxiliary lanes and bridge replacement to accommodate expansion. He said both the OTO and MoDOT were looking at the same outcome, however, MoDOT was not sure that auxiliary lanes would solve the problem. He noted they were thinking it might need to be expanded to six lanes and add the auxiliary lanes. He said at this point, it is probably MoDOT's #1 priority, but it is also very expensive.

Mr. Mueller stated Routes 60 and Hwy 65, are also ranked high in MoDOT's priorities. He said that Hwy 65 has largely been contracted out or is in the design phase. Mr. Mueller added that MoDOT is exploring the possibility of expanding Route 60 to six lanes.

Mr. Mueller addressed other projects that MoDOT had listed as a higher priority than the OTO. He added a number of factors goes into MoDOT's determining when projects should be completed, a couple of which are safety factors and cost of the project. He also noted that funding is a continual challenge for MoDOT. He reiterated that the three projects that keep rising to the top of MoDOT's priorities are I-44, Route 60, and Hwy 65.

This item was provided for informational purposes only and no action by the Committee was required.

K. OTO Technical Planning Committee Chair Rotation

Sara Fields stated that in 2003, the Technical Planning Committee adopted a rotation schedule for the Chair position to allow each jurisdiction the opportunity to serve.

Ms. Fields noted that in 2019, Willard is slated to be the Chair, however, Randall Brown has a very busy year ahead and has asked to have his Alternate, David O'Connor to serve in this capacity. She noted that Garrett Tyson from Republic will be the Chairman Elect and will begin his term in 2020.

Mr. Humphrey moved the Technical Planning Committee elect David O'Connor as Chair and Garrett Tyson as Vice-Chair. Mr. Coltrin seconded the motion and it was unanimously approved.

L. OTO Technical Committee 2019 Meeting Schedule

Sara Fields noted the meeting schedule for 2019 was included in the packet and that staff would be sending out an appointment notice.

III. Other Business

A. Technical Planning Committee Member Announcements

There were no member announcements.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues from members of the Committee.

C. Articles for Technical Planning Committee Member Information

Co-Chair Juranas noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time. Andy Thomason noted that KY-3 had prepared a report on the Traffic Incident Management exercise that had been conducted the previous day.

Adjournment

With no additional business to come before the Committee, the meeting was adjourned at approximately 3:00 p.m.

TAB 2

Comment Comment

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

Mr. Evans,

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

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

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

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

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

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

Kind regards,

City of Springfield – Public Works: Traffic Operations

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

Thank you,

Natasha L. Longpine, AICP
Principal Planner

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Fax (417) 862-6013
nlongpine@ozarkstransportation.org
www.OzarksTransportation.org
www.OzarksCommute.com

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

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

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

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

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

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

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

Name: Andre Illig

Date: 12/4/2018

Location: 420 E. Plainview, Springfield, MO

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

Name: Andre Illig

Date: 12/4/2018

Location: 420 E. Plainview, Springfield, MO

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

Name: Andre Illig

Date: 12/4/2018

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

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

Name: Matthew Venaas

Date: 12/5/2018

Location: Northbound Route 65 at Interstate 44

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

Name: Matthew Venaas

Date: 12/5/2018

Location: Glenstone and Evergreen

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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 1/16/2019; ITEM II.A.

Summary of TAP Awards

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

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the fifteen TAP projects recommended by the TAP Committee.”

OR

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

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 1/16/2019; ITEM II.B.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

Transportation Alternatives Program Projects

1. ***New*** Battlefield Third Street Sidewalk Connection (EN1904-19A3)
Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall, with \$300,000 in TAP funds and \$75,000 in local funds and a total project cost of \$375,000.
2. ***New*** Nixa Nicholas Sidewalks Phases 1 and 2 (EN1905-19A3)
Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane, with \$377,614 in STBG-U funds and \$94,404 in local funds for a total project cost of \$472,018. Nixa applied for and received the recommendation for two projects. To improve project management, these two projects have been combined for programming.
3. ***New*** Ozark N. Fremont Sidewalks (EN1906-19A3)
Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont, with \$205,560 in STBG-U funds and \$51,390 in local funds and a total project cost of \$256,950.
4. ***New*** Ozark South Elementary Sidewalks (EN1907-19A3)
Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to MO 14, with \$152,670 in TAP funds and \$38,168 in local funds and a total project cost of \$190,838.
5. ***New*** Ozark West Elementary Sidewalks (EN1908-19A3)
Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC, with \$324,859 in TAP funds, \$81,215 in local funds, and a total project cost of \$406,074.

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

Additional Projects

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

TRANSPORTATION ALTERNATIVES PROGRAM SUBCOMMITTEE RECOMMENDATION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 3 to the FY 2019-2022 Transportation Improvement Program.”

OR

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



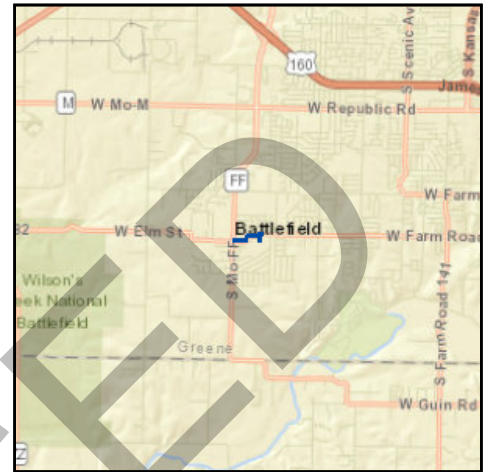
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

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

Notes

Non-Federal Funding Source: City of Battlefield

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



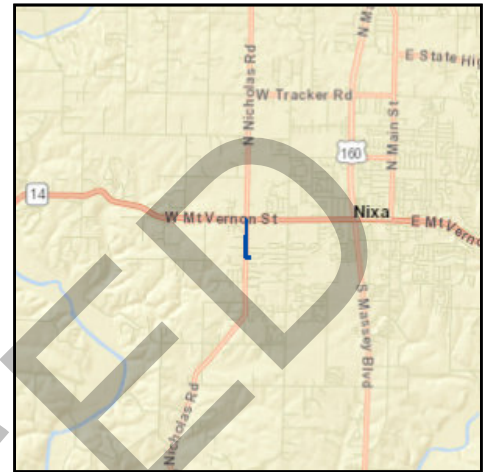
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

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

Notes

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

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



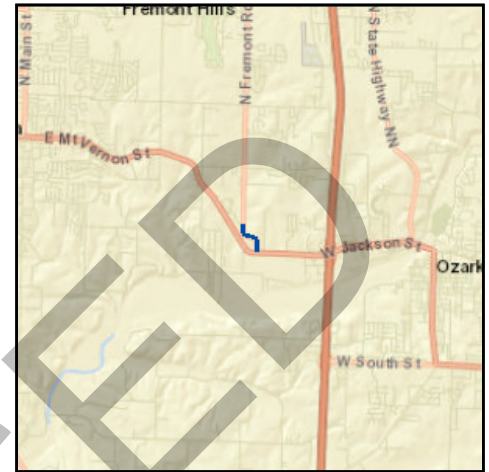
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route Fremont Road
From Route 14
To OTC Richwood Valley Trail
Location City of Ozark
Federal Agency FHWA
Project Sponsor City of Ozark
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 9901820



Project Description

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

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

Notes

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

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1907-19A3 OZARK SOUTH ELEM SIDEWALKS

Route Ozark South Elementary

From 13th Street

To Route 14

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

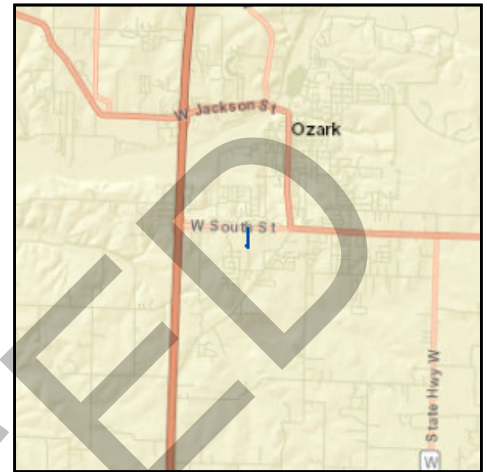
Federal Funding Category TAP

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ?

STIP #

Federal ID # 9901821



Project Description

Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to MO 14.

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

Notes

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

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1908-19A3 OZARK WEST ELEM SIDEWALKS

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



Project Description

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

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

Notes

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

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route Greenwood and Lone Pine

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

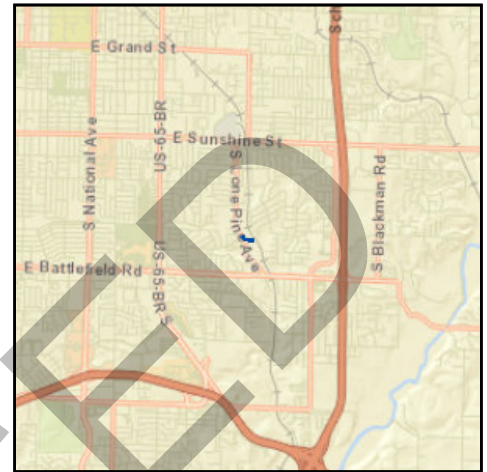
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901811



Project Description

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

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

Notes

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

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



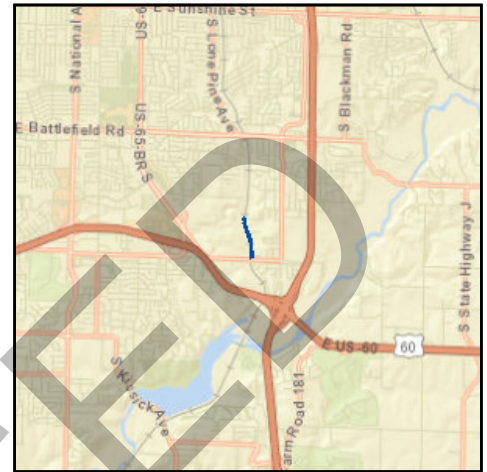
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1910-19A3 GALLOWAY TRAIL RECONSTRUCTION

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



Project Description

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

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

Notes

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

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



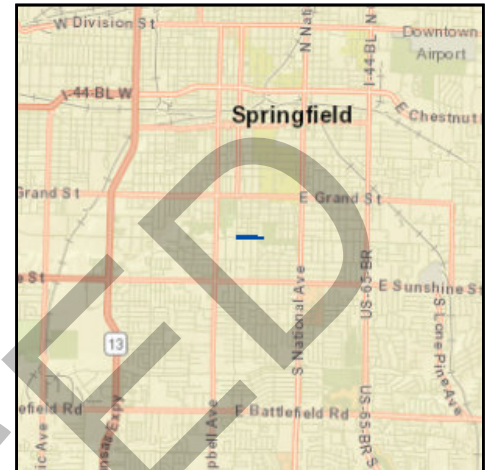
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

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

Notes

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

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



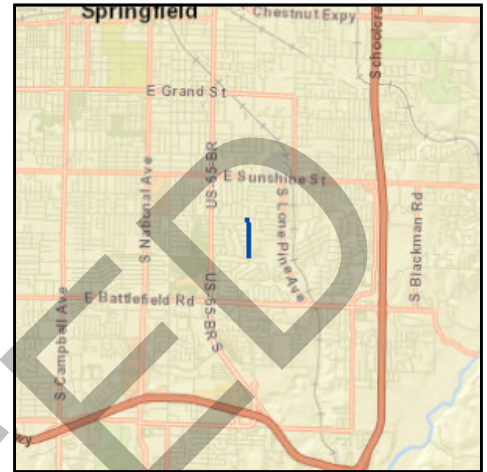
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

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

Notes

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

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



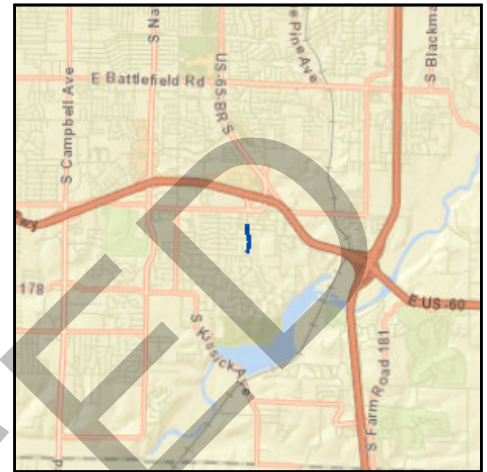
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

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

Notes

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

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # TBD

Federal ID #

Project Description

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



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

Notes

Non-Federal Funding Source: State Transportation Revenues

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # TBD

Federal ID #

Project Description

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



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

Notes

Non-Federal Funding Source: State Transportation Revenues

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route Riverside

From Greenbridge

To Smallin

Location Christian County

Federal Agency FHWA

Project Sponsor City of Ozark

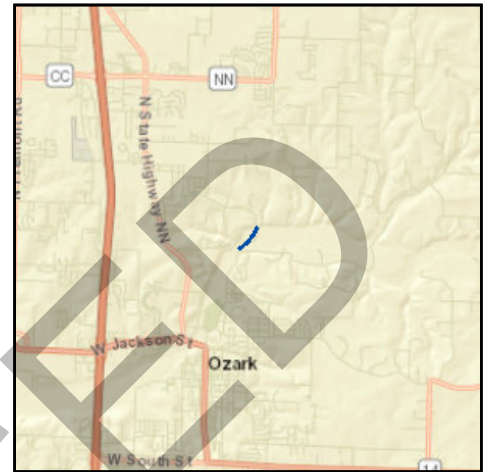
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #



Project Description

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

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

Notes

Federal Funding Source: FEMA and FHWA

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

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

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

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

Route Riverside
From Greenbridge
To Smallin

Location Christian County

Federal Agency FHWA

Project Sponsor City of Ozark

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #



Project Description

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

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

Notes

Federal Funding Source: FEMA and FHWA

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

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

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



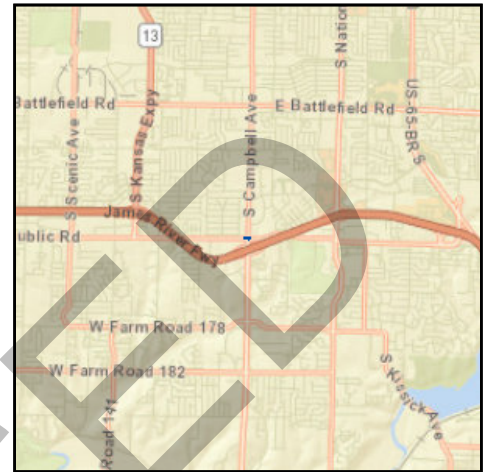
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

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



Project Description

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

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

Notes

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

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



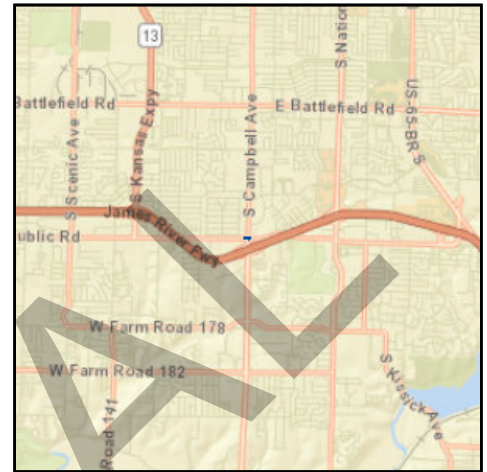
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1818-18A4 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

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



Project Description

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

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$200,800	\$0	\$0	\$0	\$200,800
LOCAL	Local	CON	\$50,200	\$0	\$0	\$0	\$50,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
Totals			\$2,948,000	\$0	\$0	\$0	\$2,948,000

Notes

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

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

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

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

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

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

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

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$0	\$123,499	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-18	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,065,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,372,400	\$28,089,480	\$740,993	\$6,989,487	\$12,130,908	\$20,000	\$123,499	\$94,279,760

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

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

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020 Continued															
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,504,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200	\$0	\$0	\$1,672,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,600	\$0	\$0	\$0	\$374,400	\$0	\$0	\$1,872,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SUBTOTAL	\$8,883,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,308,692	\$4,724,000	\$0	\$5,950,888	\$9,093,623	\$5,000	\$0	\$60,940,000
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$340,000	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$86,000	\$5,000,300	\$25,000	\$0	\$26,348,000
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,246,479	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,254,521	\$4,989,300	\$0	\$0	\$29,160,500
GRAND TOTAL	\$35,535,782	\$12,521,500	\$3,020,800	\$4,698,900	\$450,000	\$963,132	\$506,655	\$68,983,492	\$36,638,480	\$740,993	\$15,280,896	\$31,214,131	\$50,000	\$123,499	\$210,728,260

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2019 Funds Programmed	\$23,065,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,372,400	\$28,089,480	\$740,993	\$75,015,866	\$6,989,487	\$12,150,908	\$123,499	\$4,828,137	\$99,107,897
2020 Funds Programmed	\$8,883,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,308,692	\$4,724,000	\$0	\$45,890,489	\$5,950,888	\$9,098,623	\$0	\$4,915,044	\$65,855,044
2021 Funds Programmed	\$340,000	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,236,700	\$86,000	\$5,025,300	\$0	\$5,003,515	\$31,351,515
2022 Funds Programmed	\$3,246,479	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$21,916,679	\$2,254,521	\$4,989,300	\$0	\$5,093,578	\$34,254,078
Total	\$35,535,782	\$ 12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$ 506,655	\$ 68,983,492	\$ 36,638,480	\$ 740,993	\$ 164,059,734	\$ 15,280,896	\$ 31,264,131	\$ 123,499	\$ 19,840,274	\$230,568,534

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,332,800	\$43,725,000	\$38,504,000	\$44,238,000	\$192,540,793
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$6,989,487	\$5,950,888	\$86,000	\$2,254,521	\$15,404,395
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,733,567	\$60,468,743	\$49,136,394	\$58,523,563	\$273,684,894
Prior Year Funding		\$24,822,628	\$6,448,298	\$1,061,997	\$18,846,876	--
Programmed State and Federal Funding		(\$99,107,897)	(\$65,855,044)	(\$31,351,515)	(\$34,254,078)	(\$230,568,534)
TOTAL REMAINING	\$24,822,628	\$6,448,298	\$1,061,997	\$18,846,876	\$43,116,360	\$43,116,360

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

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

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

STATE AND FEDERAL

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

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

LOCAL

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

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

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

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

PERFORMANCE MEASURES

NATIONAL GOALS AND PERFORMANCE MEASURES

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

1. **Safety**

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

Measures:

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

2. **Infrastructure Condition**

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

Measures:

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

3. **Transit Asset Management:**

To maintain transit assets in a state of good repair.

Measures:

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

4. **Congestion Reduction**

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

Measures:

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

5. System Reliability

To improve the efficiency of the surface transportation system.

Measures:

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

6. Freight Movement and Economic Vitality

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

Measures:

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

7. Environmental Sustainability

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

Measures:

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

8. Reduced Project Delivery Delays

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

TRANSIT STATE OF GOOD REPAIR TARGETS

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

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

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

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

SAFETY TARGETS

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

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

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

PAVEMENT AND BRIDGE TARGETS

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

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

SYSTEM PERFORMANCE TARGETS

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

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

OTO GOALS AND PERFORMANCE MEASURES

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

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

TRANSPORTATION PLAN 2040 GOALS

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

TRANSPORTATION PLAN 2040 PERFORMANCE MEASURES

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

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

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

PROGRAMMING FOR PERFORMANCE

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

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 1/16/2019; ITEM II.C.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

LOCAL COORDINATING BOARD FOR TRANSIT RECOMMENDATION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 4 to the FY 2019-2022 Transportation Improvement Program, including the approval of the associated 5310 applications.”

OR

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1729-19A4 5310-TRADITIONAL PROJECTS RESERVE

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

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



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

Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: Provided Upon Award of Funding

FYI: Administered by MoDOT

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

G) Transit Section

TIP # **MO1729-17A5** 5310-TRADITIONAL PROJECTS RESERVE

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

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



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

Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: Provided Upon Award of Funding

FYI: Administered by MoDOT

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Springfield/Greene County Park Board

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

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



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

Notes

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

FYI: Administered by MoDOT

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Arc of the Ozarks

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

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



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

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Arc of the Ozarks

FYI: Administered by MoDOT

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route

From

To

Location City of Springfield

Federal Agency FTA

Project Sponsor MoDOT-OATS, Inc

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

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



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

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: OATS, Inc.

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$48,402



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-OATS, Inc

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

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

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

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: OATS, Inc.

FYI: Administered by MoDOT

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

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

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

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

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

FINANCIAL CONSTRAINT

Transit

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

STATE AND FEDERAL

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

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

LOCAL

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

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

TRANSIT 5310 PROGRAM OF PROJECTS

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

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

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

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

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 1/16/2019; ITEM II.D.

Major Thoroughfare Plan Variance Request

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

AGENDA DESCRIPTION:

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

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

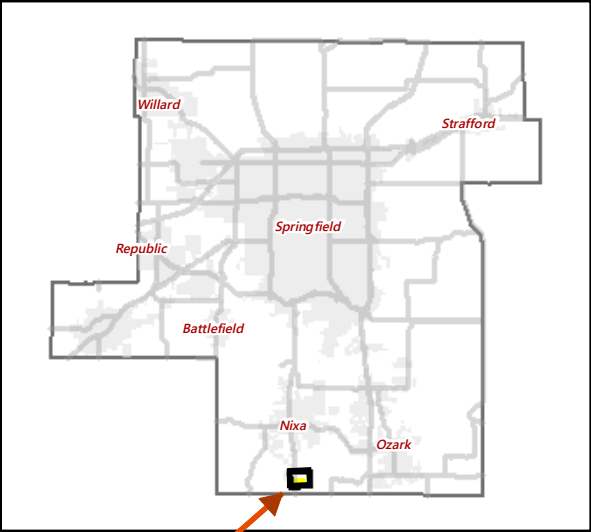
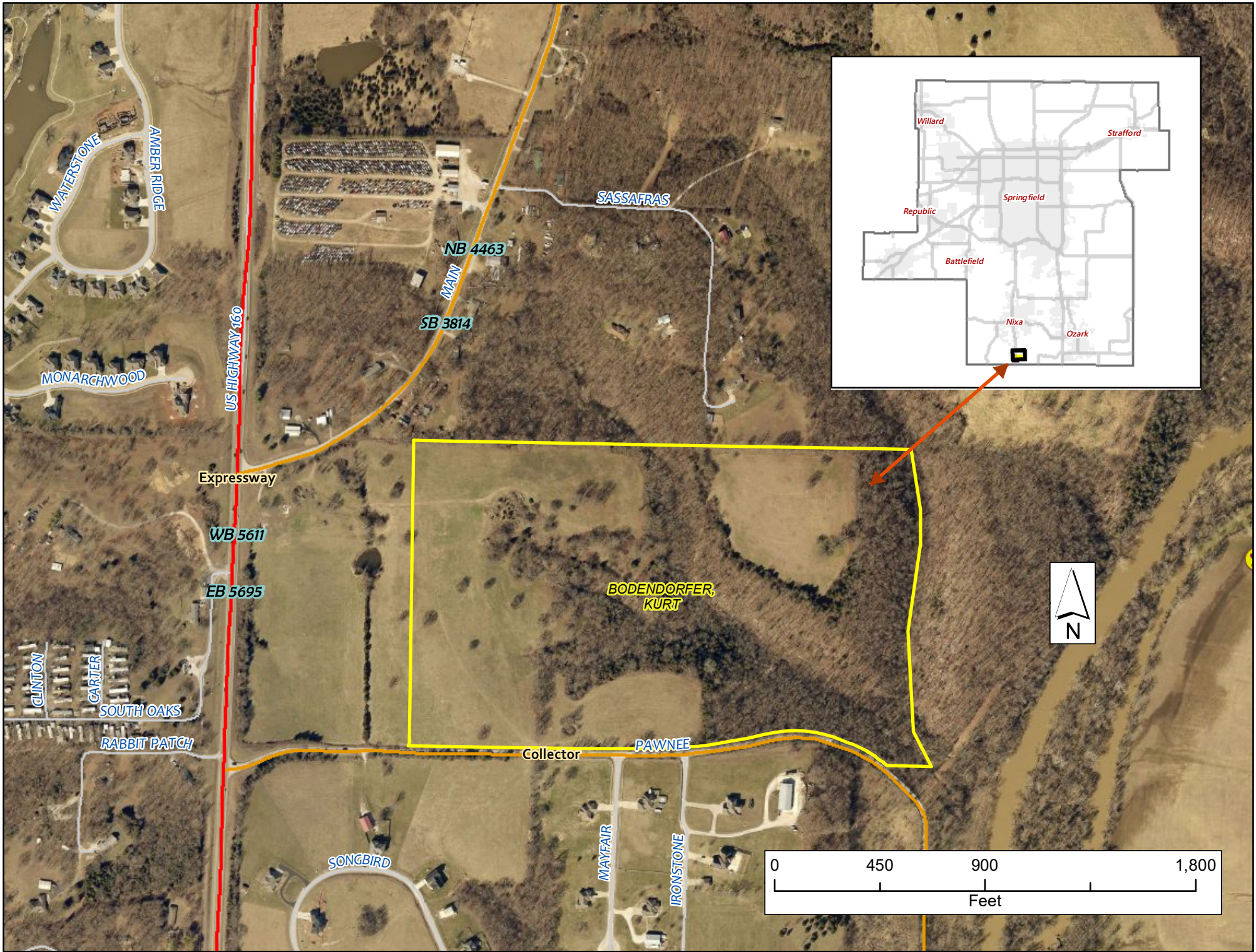
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

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

OR

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





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Variance Request Major Thoroughfare Plan

Instructions

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

Application Information

Date: November 15, 2018

Contact Information

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

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

Roadway Data

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

Variance Requested and Justification

Current Classification:
Collector

Requested Variance:

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

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

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

Explain why the variance is requested:

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

Please describe the history causing need for the variance:

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

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

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

Additional information you would like to include.

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

Variance Process (minimum timeframe is 3 months)

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

Ozarks Transportation Organization Contact Information

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

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

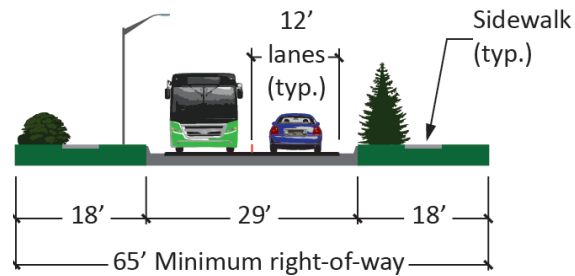
417.865.3042 x103

417.862.6013 Fax

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

Collector

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



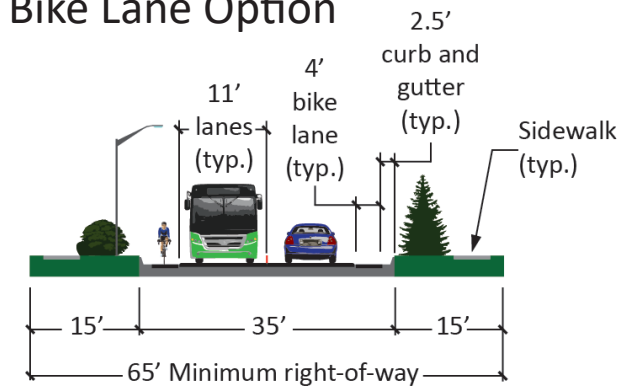
Description

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

Basics

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

Bike Lane Option



Access

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

Multi-Modal

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

Major Thoroughfare Plan

Map 8-1

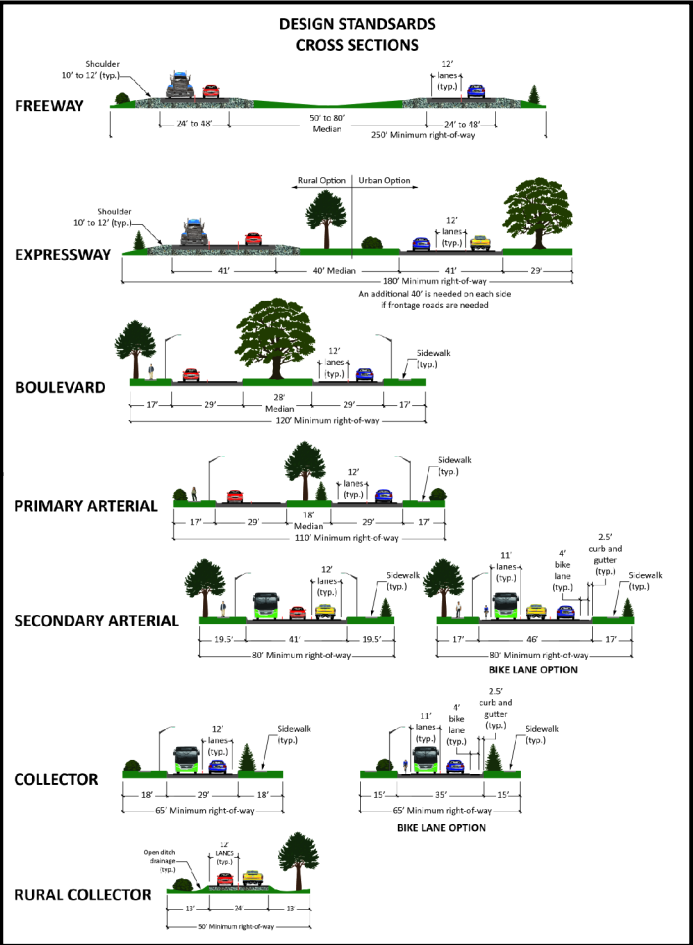
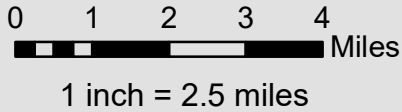
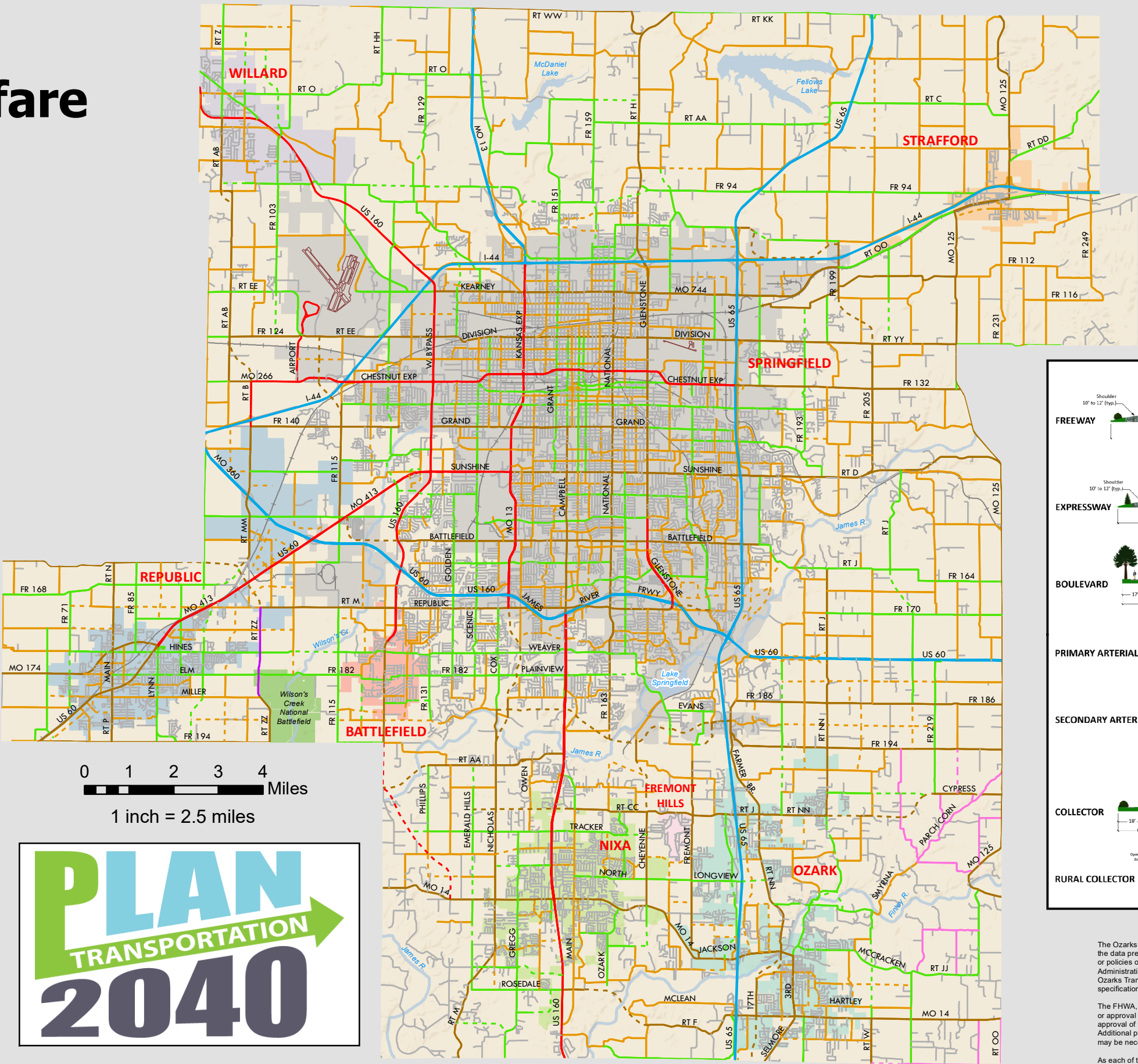
Legend

Existing Roads

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

Proposed Roads

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



DISCLAIMER

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

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

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



January 3, 2019

RE: OTO Variance Request – River Pointe Subdivision

Natasha,

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

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

Best regards,

A handwritten signature in dark ink, appearing to read "Todd M. Wiesehan", is written over a horizontal line.

Todd M. Wiesehan
Director, Resource Management Dept.



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

DATE: November 19, 2018

CASE NUMBER: 2018-0292

APPLICANTS: Derek and Kurt Bodendorfer

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

REQUEST: Preliminary review of proposed Bodendorfer subdivision

CURRENT ZONING: A-1

CURRENT LAND USE: Vacant land

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

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

DOCUMENTS ON FILE:

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

PROJECT DESCRIPTION:

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

Compliance with the Christian County Comprehensive Plan:

Land Use Plan:

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

Compatibility:

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

Compliance with the Christian County Zoning Regulations:

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

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

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

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

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

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

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

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

Compliance with the Christian County Subdivision Regulations:

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

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

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

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

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

Compliance with the Christian County Road and Access Standards:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Compliance with the Christian County Soil and Erosion Control Regulations:

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

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

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

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

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

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

Summary:

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

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



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

TAB 7

TECHNICAL COMMITTEE AGENDA 01/16/2019; ITEM II.E.

Prioritization Criteria Review

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

Congestion Management

In order to ensure that roadways with inadequate capacity are considered for improvement, a criterion using volume to capacity ratio was developed. The current passenger car equivalent volume is used for one evaluation, while the future passenger car equivalent volume is used for a second criterion. Both are given points when the ratio is at or above 86%, which is consistent with the upper limits of a level of service D (HCM multilane highway at 55 mph).

The 2017 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from the MoDOT Central Office. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring.

Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants.

Environmental Justice

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority population, Hispanic population, Elderly (ages 65 and over), Low-Income (below poverty level), and Disabled. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates. If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered an EJ (environmental justice) tract. If a project intersects with one or more EJ Tract categories, it receives points based on the following scale:

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

Intersecting or adjacent to Tracts with 1 EJ population group = 1 points
Intersecting or adjacent to Tracts with 0 EJ population groups = 0 points

TECHNICAL COMMITTEE ACTION REQUESTED:

The Technical Committee is requested to review the two criteria and ask questions and make recommendations as if this is the correct approach.

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

FY 2020-2024 STIP Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

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

2. Safety

2.1. Safety Scores for Project Segments and Intersections

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

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

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

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

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

Quantile Classification Ranks

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

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

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

2.2. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

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

3. Congestion Management

3.1. Volume-to-Capacity Ratio

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

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

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

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

4. Environmental Justice

4.1. Environmental Justice Tracts

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

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

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

5. Multi-Modal

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

No intermodal potential = 1 points

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

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

6. Economic Development

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

Yes = 5

No = 0

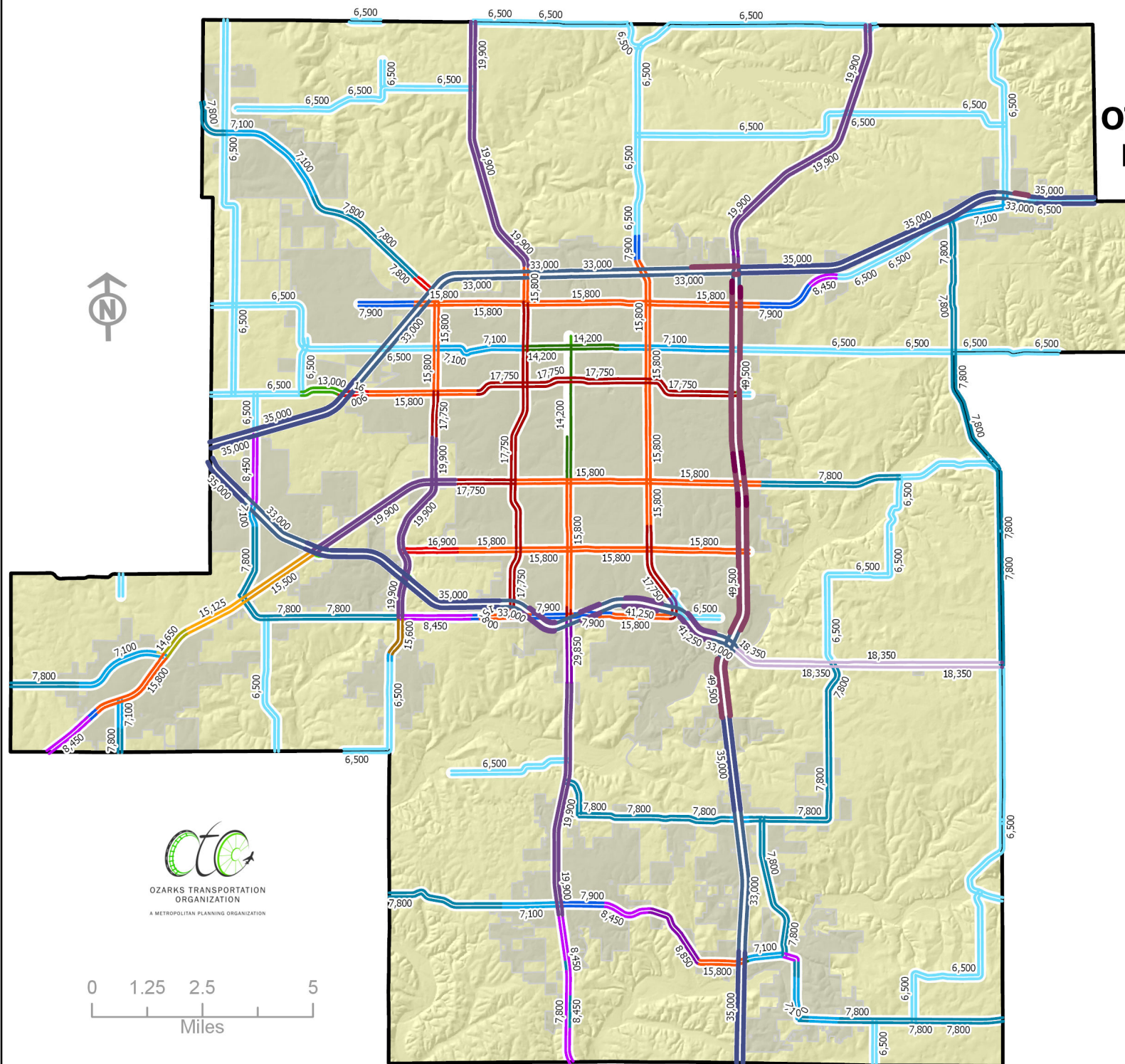
Access to Major Freight Centers is defined as along a U.S. Highway or routes that connect one U.S. route to another U.S. route or interstate. If a project met this requirement it received the total point value.

7. Travel Time

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

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

OTO Area Directional Roadway Capacity



Capacity

- 66,000
- 49,500
- 41,250
- 35,000
- 33,000
- 29,850
- 26,625
- 19,900
- 18,350
- 17,750
- 16,900
- 15,800
- 15,600
- 15,500
- 15,125
- 15,000
- 14,650
- 14,200
- 13,000
- 10,000
- 8,850
- 8,450
- 7,900
- 7,800
- 7,100
- 6,500

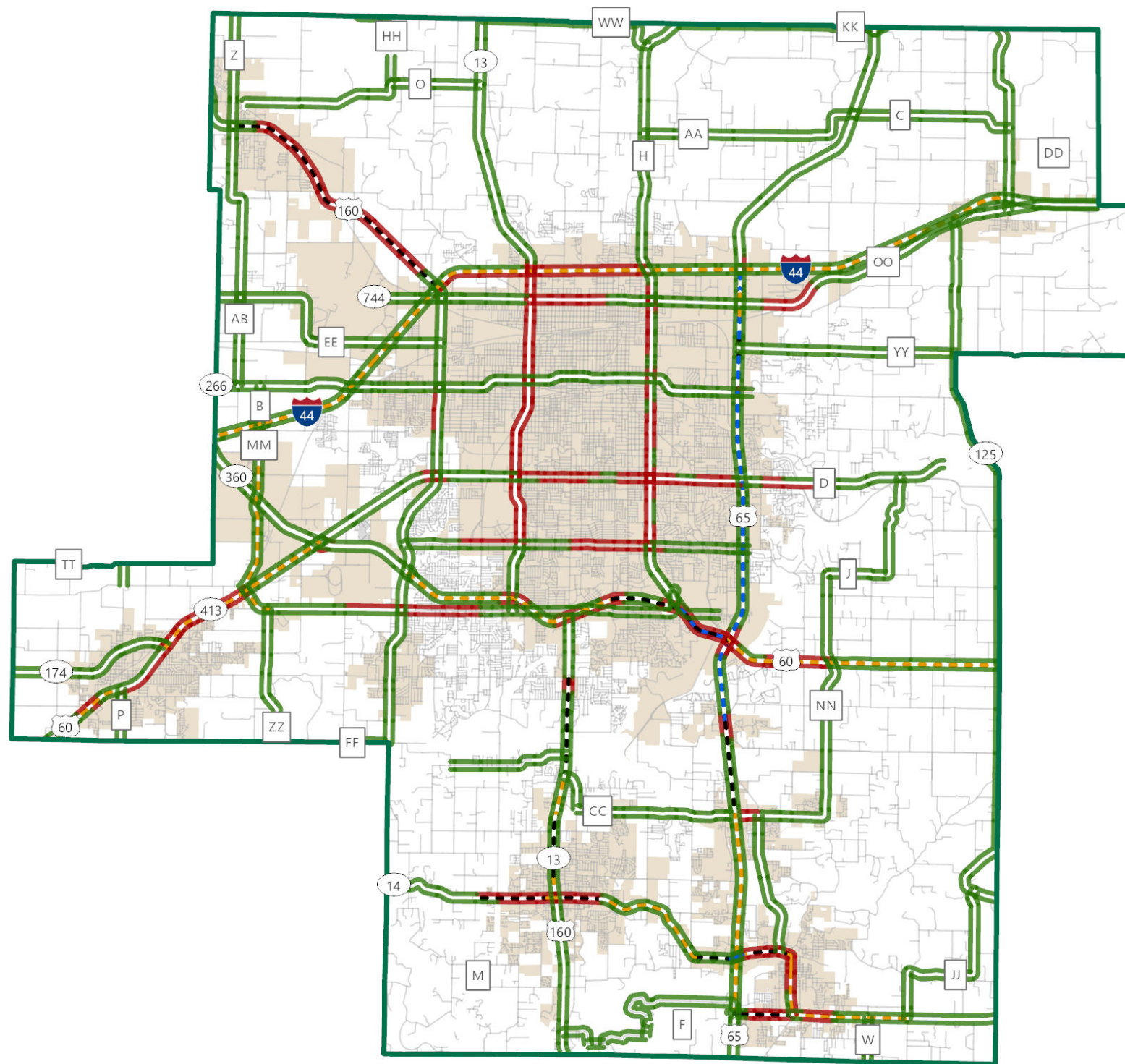


OZARKS TRANSPORTATION
ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

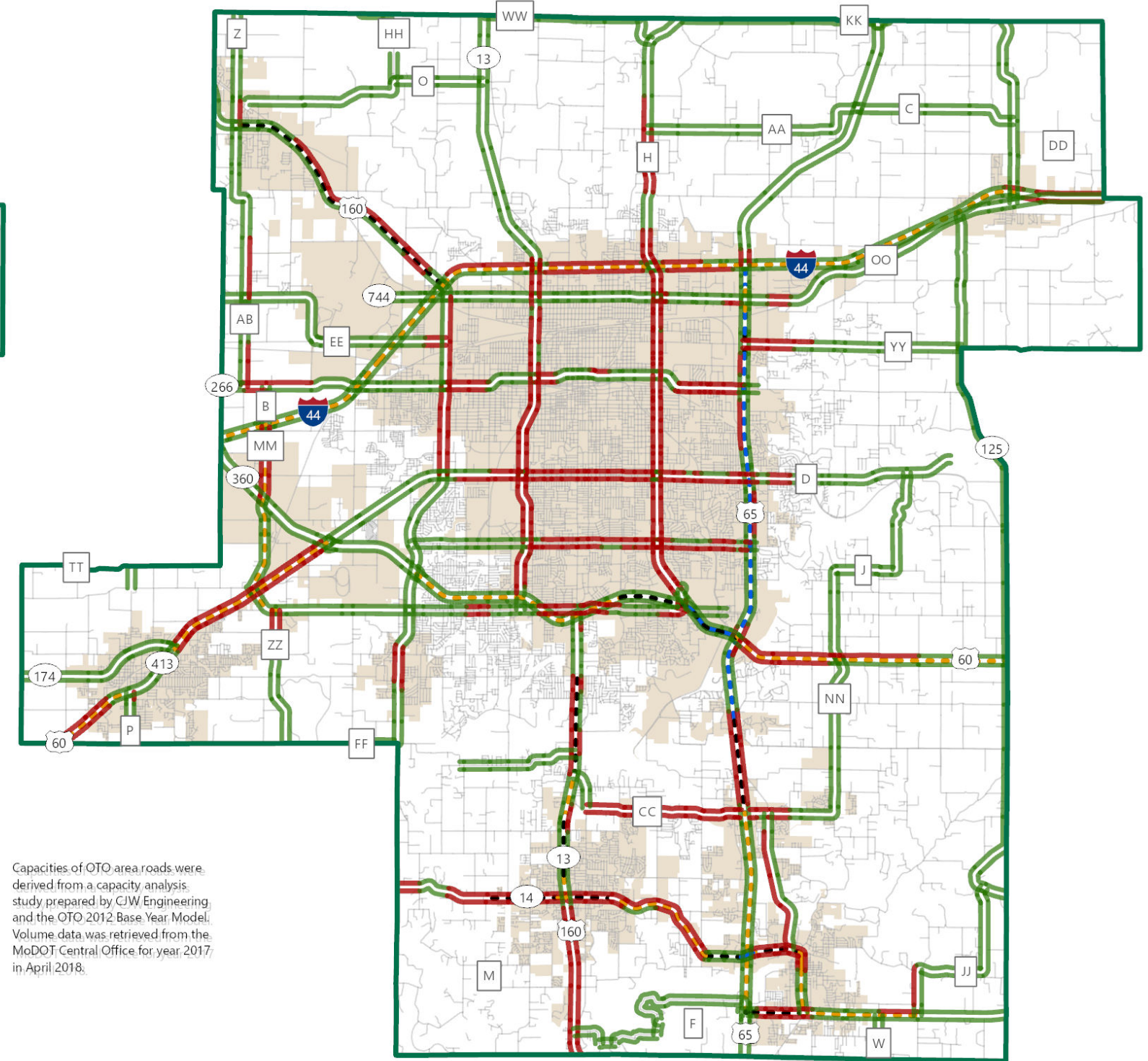


Source: OTO Travel Demand Model

Current Volume-to-Capacity Ratio 2017



Future Volume-to-Capacity Ratio Model Year 2040



Capacities of OTO area roads were derived from a capacity analysis study prepared by CJW Engineering and the OTO 2012 Base Year Model. Volume data was retrieved from the MoDOT Central Office for year 2017 in April 2018.



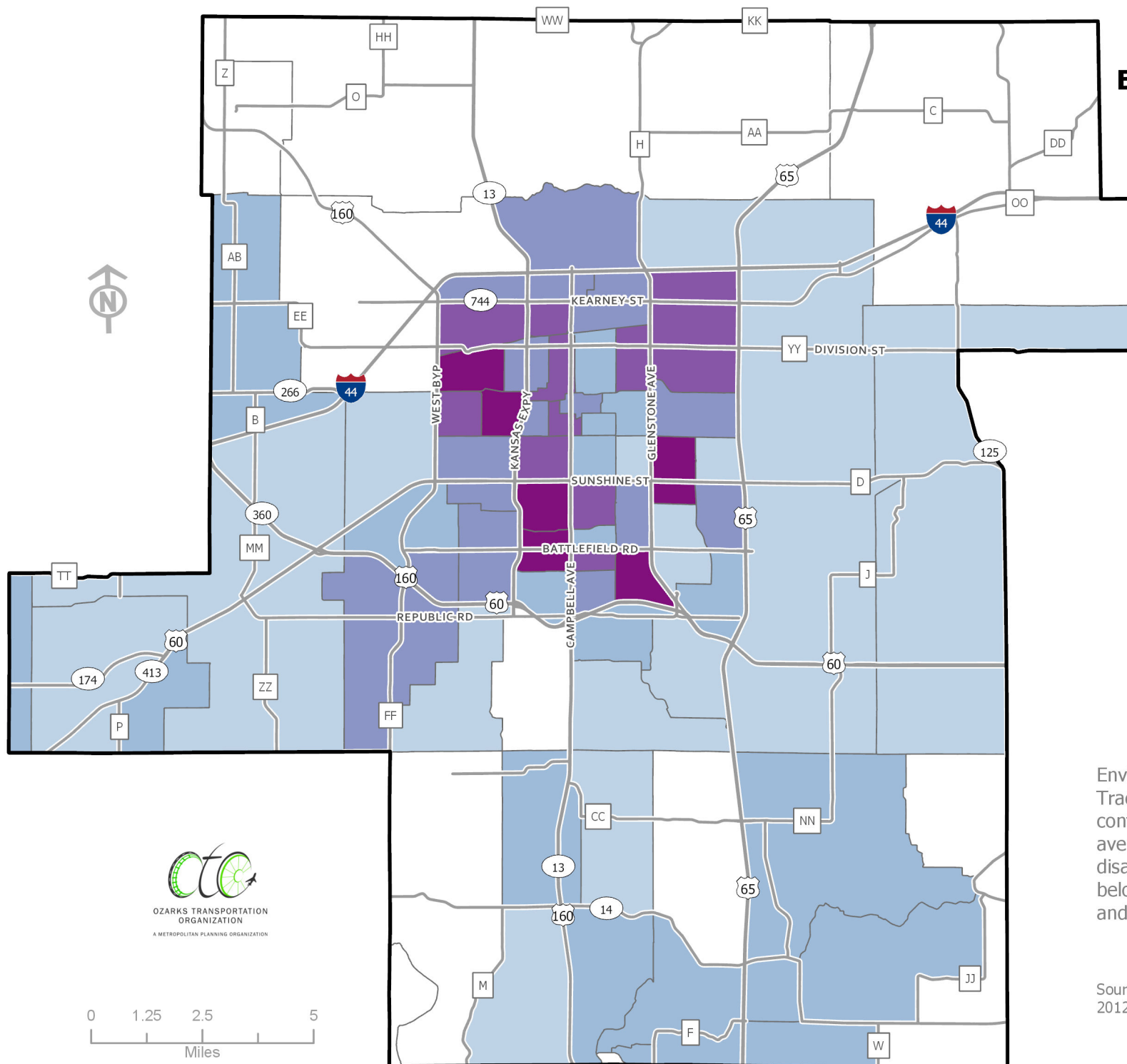
Roadway Volume-to-Capacity Ratio
 — Less than or equal to 0.85
 — Equal to or > 0.86



Project Status
 — Completed
 — Under Construction
 — Programmed
 — Unfunded



Environmental Justice FY2020 - FY2024 Prioritization Scores

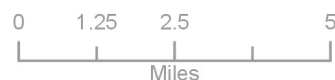


Census Tracts Number of EJ Populations



Environmental Justice Census Tracts are defined as those that contain populations above the OTO average for ages 65 and over, disabled persons, people living below the poverty level, minorities, and hispanic persons.

Source: American Community Survey
2012 - 2016 Five Year Estimates



TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 1/16/2020; ITEM II.G.

FY 2020 Unified Planning Work Program Subcommittee

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

AGENDA DESCRIPTION:

OTO staff is requesting a Unified Planning Work Program (UPWP) Subcommittee of the Technical Planning Committee be formed to prepare the FY 2020 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP Subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a FY 2020 UPWP Subcommittee consisting of three or five members.

TAB 9

⚠ Weather Alert

Winter Weather Advisory until 12PM CST THU

advertisement

A banner advertisement for Magento. On the left is the Magento logo with the text "An Adobe Company". In the center, the text reads "We did it again! Magento Commerce named as a Leader. 2018 Magic Quadrant for Digital Commerce Report". On the right, there is a blue button with the text "GET THE REPORT". The background of the banner shows a person's hand holding a glowing sphere.

http://www.houstonherald.com/news/gas-tax-defeat-means-missouri-lawmakers-will-be-seeking-money/article_068138ce-e81c-11e8-9714-bf089a0eb900.html

ONLINE EXCLUSIVE

Gas tax defeat means Missouri lawmakers will be seeking money for roads

Houston Herald • news@houstonherald.com Nov 14, 2018



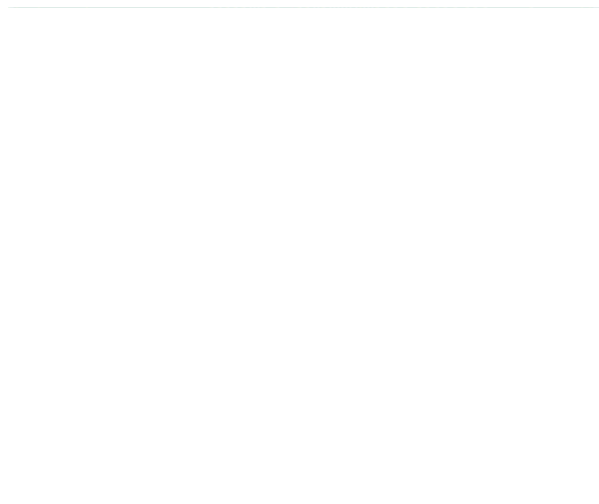
Morning commuters travel on Interstate 70 in the St. Louis area.

Submitted photo

Missouri voters' rejection of a gasoline tax increase last week leaves state officials scrambling again for a successful route to solving the Missouri Department of Transportation's chronic money problems.

The measure, Proposition D, was defeated by a vote of about 54 percent to 46 percent. The gradual 10-cent-a-gallon hike carried only in St. Louis city, three metro Kansas City counties and four outstate.

Rejection by voters in St. Louis, St. Charles, Jefferson and Franklin counties came despite bipartisan support from the top elected leaders in each one.



They joined Republican Gov. Mike Parson, Democratic Mayor Lyda Krewson and a long list of business and labor groups on the campaign.

The loss followed the defeat in 2014 of a statewide sales tax hike for transportation also put before voters by the Legislature. More than 59 percent voted against that proposal.

"I am sitting here kind of dumbfounded as to what do we do next" to deal with road and bridge funding needs, said state Sen. Dave Schatz, R-Sullivan, a key player in crafting the defeated measure.

But Schatz, who will likely take over as Senate president pro tem when the Legislature reconvenes in January, said he and other state leaders intend to make transportation funding a priority next session — seeing it as a key to economic growth.

He said he is meeting with Parson, Lt. Gov. Mike Kehoe, the incoming Missouri House leadership and MoDOT officials to try to come up with a proposal to the Legislature to address at least some of the estimated \$825 million a year in unfunded road and bridge needs.

Kehoe said the same.

"I believe most Missourians feel we do have a shortage in funding for the highways," Kehoe said. "We just haven't been able to coalesce around the solution."

The two, in separate interviews, said at this point they weren't pushing any particular ideas.

And it's unclear now if another ballot proposal would emerge or if the Legislature could be asked to simply pass a more limited revenue infusion itself.

Under the state's Hancock Amendment, tax and fee hikes raising revenue below a certain level — about \$101 million last year, according to a report from the state auditor's office — don't have to go before voters. Schatz said the allowable level is now more in the \$80 million range.

Some lawmakers interviewed said increasing various license and registration fees might be one possibility to raise some revenue for MoDOT.

Another fix conceivably could have the Legislature itself raise the gas tax incrementally (2 cents for one year would raise about \$80 million) without putting it before voters.

But many lawmakers probably would be loath to do that so soon after Tuesday's rejection at the ballot box. "You have to respect the voters," said Rep. Jean Evans, R-Manchester, who supported Prop D.

Another idea, said Rep. Kevin Corlew, R-Kansas City, might be assigning to road projects some of a big increase in state revenue considered likely to occur following a U.S. Supreme Court ruling last June that widened the reach of state taxes on online purchases.

Giving MoDOT a cut from taxes if Missouri legalizes sports betting also could be looked at, another legislator speculated.

Corlew, who lost his own re-election bid last week, had chaired a bipartisan transportation task force which held hearings across Missouri last year and studied the funding issue in depth.

The panel, which Schatz served as vice chairman, concluded that a gas tax hike was the best idea for the immediate future. That's in part because it's a user fee and paid by both Missourians and out-of-staters passing through on state roads.

Schatz said it's possible that lawmakers might at some point consider a system in which motorists paid a fee based on vehicle miles driven, not on gasoline purchases.

The task force report said that would be in response to increased use of electric or hybrid vehicles and could either be in addition or in lieu of a gas tax.

Meanwhile, Kehoe and Schatz said they oppose toll roads, an idea that's been raised on and off for decades — especially for rebuilding and widening Interstate 70 between the outer edges of metro St. Louis and the Kansas City area.

Kehoe said 60 percent of the state's population lives within 30 miles north or south of I-70 and "before you get to the letter L in toll, they start freaking out." Moreover, the Legislature last year went on record against the idea.

Sen. Bill Eigel, R-Weldon Spring, who opposed Prop D, said a majority of voters simply didn't believe raising taxes was needed to address MoDOT's funding issues.

The convoluted wording of the proposition, which didn't refer to legislators' plans to channel most of the added money to MoDOT, could have been a factor as well.

Eigel suggested that the Legislature consider shifting to roads some other existing state revenue, arguing that this is "a prioritization problem" and not "a money problem."

He also said the Legislature should discuss “what is the right size and scope” of the state road system. That was an apparent reference to proposals to shift some smaller lettered state roads to county responsibility.

But Corlew said that wouldn’t save much. Under a state ban on unfunded mandates, he noted, the state would have to send counties money to cover their extra road costs. He added that counties would lose “economies of scale” achieved when MoDOT maintains those roads statewide.

ST. LOUIS POST-DISPATCH

FACT CHECK See inaccurate information in this story? Tell us here.

WHAT IS AN ‘ONLINE EXCLUSIVE?’

An “online exclusive” is an article or story that does not run in the print edition of the *Houston Herald*. Typically 2-3 are posted online every Wednesday morning. It’s another feature designed for users who purchase full web access from the *Herald*.

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To: Executive Board and Interested Parties
From: David Barklage, General Consultant
Date: November 19, 2018
RE: Proposition D Summary

Proposition D received 1,101,830 votes, enough votes to have won any ballot issue in any other mid-term election cycle this century. In 2014, 725,000 “yes” votes were enough to carry every ballot issue that year. In 2006, even with a US Senate race, a controversial stem cell initiative, minimum wage, and tobacco tax initiatives, it only took 1,050,000 “yes” votes to win. In 2002, 897,000 votes would have won every single initiative election. Proposition D received 170% percent more votes than the last transportation sales tax in August 2014, Amendment 7, which received a total of 408,288 votes.¹

However, with unprecedented media spend for the US Senate race, the arrival of President Trump for three Missouri stops, Vice President Pence for one and the Republican National Committee spending millions, the result was a record turnout from the most conservative base of Republican voters.

A Short Campaign

In spite of being placed on the ballot by the legislature and thus having only four months to fully mobilize and educate voters on a very complicated issue, the campaign team raised almost \$5.5 million, eliminated potential opposition organizations from the field, and won endorsements from every major newspaper in the state.

Arguably the most diverse coalition in state history was built including the Missouri REALTORS®, Missouri Chamber, local Chambers of Commerce, the Farm Bureau and other agriculture groups, the Missouri Auto Dealers, and the St. Louis NAACP. Every major state and regional municipal organization endorsed the effort, including the mayors of St. Louis and Kansas City, and County Executives from the major counties throughout the state. Both Missouri U.S. Senators, the Governor, and the Lt. Governor endorsed and appeared around the state on behalf of the issue. State educational groups and local school boards endorsed. Unions from the Laborers, Teamsters, Carpenters, and Firefighters supported the effort.

Combined with grassroots efforts including door to door canvassing and distribution of over 27,000 signs Proposition D was in a strong position to succeed.

¹ Missouri Secretary of State

The Language

The late start meant the language provided by the legislature had to be attached to a proposition that included a prohibition on taxing Olympic medals, a new unfunded line item in the budget for a “bottleneck fund,” and increased funding to state law enforcement. The ballot language provided repeated challenges to the campaign. The challenge was clearly on display when the focus groups were conducted and when additional polling was commissioned. Messaging was changed and crafted accordingly. Internal and external polling showed our team late in the campaign that Proposition D would likely pass in spite of the ballot language hurdle. It is clear that while the language was a complicating and challenging factor, it was not an obstacle that was insurmountable had the expected electorate been what showed up to vote on Election Day.

The Electorate

It was believed throughout the year that the electorate would be decidedly Democrat based on national polling and the president’s polarization. With Senator McCaskill leading by almost 6 points when the issue of Proposition D was first polled, Missouri, too, looked as though it would have a Democrat-leaning electorate.

Polling from July 15-17 showed Republican enthusiasm at 49% versus Democrat enthusiasm at 65%, a 16-point Democrat advantage.² Enthusiasm translates into voter’s intensity or likelihood to vote. Mid October saw a bump for Republican intensity, likely due to the Kavanaugh hearings. The campaign responded by adjusting our second broadcast message toward more Republican voters and utilizing the Governor in a four-day press tour fly around.

Polling taken on October 23rd showed our ground and air campaign was working. It showed Prop D passing 52%-41% among likely voters.³ However, polling also sounded a warning alarm. It showed Republican intensity had skyrocketed from 49% to 67%, an 18-point increase and Democrat intensity dropped from 65% to 62%. Of even greater concern was that very conservative voter intensity had grown to the highest of any group at 74%. As a result, polling showed the campaign dropping to 48% support of high propensity voters.

The campaign’s response was to make every effort to pivot in the final weeks to appeal to conservatives. The campaign ran targeted digital advertising toward Republicans and executed over 600,000 phone calls to Republican households from various Republicans including former Governor Kit Bond, Treasurer Eric Schmitt, and a former Colonel of the Missouri Highway Patrol to persuade conservative voters to support the issue.

Our internal polling two weeks out, even with a less supportive potential voter turnout, showed us ahead 52% to 41%. External polling showed Proposition D passing 55-40% on November 2nd.⁴ Furthermore, a sampling of 46% of the absentee ballots showed the proposition at 53.4% favorable. All of these data points would indicate that Proposition D was tracking to pass until a last-minute surge of very conservative voters upended the campaign.

² American Viewpoint Poll commissioned by SaferMO.com, July 17, 2018

³ American Viewpoint Poll commissioned by SaferMO.com, October 23, 2018

⁴ Remington Research Group Poll commissioned by Missouri Scout, November 2, 2018

A McCaskill campaign memo noted the vote share of Kansas City, St. Louis, and St. Louis City was higher as a percentage of the statewide vote in 2018 than in 2006, 2010, 2016. McCaskill's performance in those areas was higher than that any of the three major Democrat candidates received in 2016.⁵

While voter turnout increased in Kansas City 29%, St. Louis City 26%, and St. Louis County 20%, the outstate RED wave was even more significant.

St. Louis County

Underperformance in St. Louis County can be attributed to several factors. St. Louis media market costs surged to record levels, limiting our budget. Combined with five months of a massive onslaught of political commercials, that created voter fatigue – making it harder to break through on Proposition D. Increased turnout of progressive voters who helped McCaskill did not help Proposition D. Progressives opposed the gas taxes as regressive, saw little value due to no mass transit or alternative transportation funding in the proposal, and opposed the law enforcement language. In the final brushfire organized labor was under-performing. While unions did engage, it was clear there was union voter fatigue from the August Right to Work election, hurting their ability to engage fully in the campaign.

The Media

The record spending by national groups associated with the US Senate race poured over \$100 million into Missouri. This created several obstacles: It increased our costs to advertise, created a massive amount of clutter to break through and educate voters, and it polarized the electorate and eventually provided the intensity for a Conservative surge.

Conclusion

Ultimately, despite putting together a historically broad coalition and polling that suggested that we had increased support enough to win over 50% support for the first general tax increase this century, victory was turned into a loss by a massive, and in many places record off-year turnout, by the state's most conservative and anti-tax voters. That wave dropped the final "yes" vote margin to 46.375%, or 5.63% less than our internal poll taken two weeks out. While this margin is the closest we have come to raising the gas tax, it tells us that it will remain extremely difficult to pass any fuel tax language on a partisan August or November ballot with the current state of politics.

The transportation funding crisis will not go away and, in fact, it will get worse. The campaign built awareness, support above 50% for a normal voter turnout, and a significant coalition for transportation that should not be allowed to disappear. Any future campaign will need a diverse coalition to be fully engaged. This means business, labor, contractors, realtors, and all other stakeholders are fully committed both from a financial and

⁵ McCaskill Campaign Memo, November 15, 2018

grassroots perspective. If all entities aren't making this a top priority, a fuel tax increase will never pass in Missouri.

A year-long effort would increase the campaign's effectiveness. This would provide longer and more robust messaging and targeting. Significant resources and time could be dedicated to analytics to identify key persuadable universes and core turnout universes. From there a longer targeted effort with digital and mail could be utilized. This isn't something that can be done in a four-month campaign.

It is important that any measure has clean language and does not add other elements as that just underscores voters' skepticism that the funds will be diverted. One option would be to place a straight fuel tax with a sunset proposition on another fall ballot or explore the possibility of an April ballot along with municipal/education elections. There was significant support from municipal and education groups that may translate well to an April election. Avoiding a fall ballot would reduce the media clutter and cost as well.

Another option is to push for legislative action such as a smaller phased-in gas tax or use potential Internet taxes for transportation. All options come with challenges, but with a supportive Governor and Lt. Governor for the first time in decades ---it would be an opportunity lost not to find a solution sooner rather than later.

Addendum 1:

Analysis provided by SaferMO.com Pollster, American Viewpoint

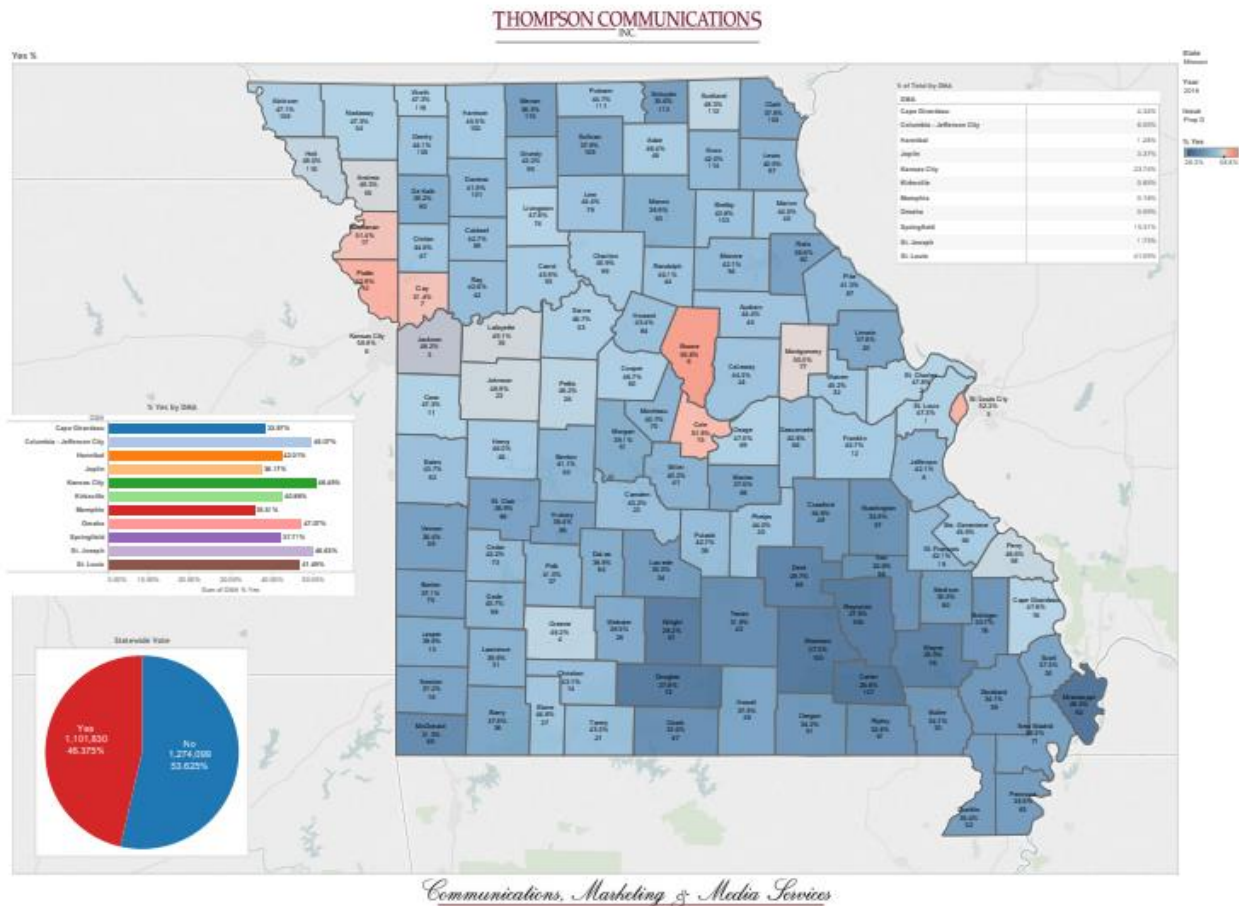
PROP. D RESULTS

	2018 PoE	U.S. Senate		Prop D over McCask.	Prop D		Survey 10/20- 10/23		Drop in Yes Vote in Last 2 Weeks	Cons. Amend. 7 2014		Yes Increase from 2014
		Hawley	McCas- kill		Yes	No	Yes	No		Yes	No	
St. Louis	41%	42%	55%	-9%	47%	53%	51%	43%	-4%	35%	65%	11%
Kansas City	24%	46%	50%	0%	51%	49%	52%	40%	-1%	45%	55%	6%
Columbia-Jefferson City	8%	57%	40%	9%	50%	50%	56%	42%	-6%	47%	53%	3%
Springfield, MO	15%	67%	30%	12%	42%	58%	50%	39%	-8%	42%	58%	0%
Balance	12%	69%	27%	13%	41%	59%	51%	43%	-10%	44%	56%	-4%
St. Louis County	19%	36%	62%	-15%	47%	53%	48%	46%	-1%	33%	67%	14%
St. Louis City	5%	14%	84%	-32%	52%	48%	49%	44%	3%	32%	68%	20%
St. Louis Collar	18%	56%	40%	4%	44%	56%	55%	39%	-11%	39%	61%	6%
Total	100%	51%	45%	1%	46%	54%	52%	41%	-6%	41%	59%	6%

- There was significant improvement from the 2014 results in the St. Louis market as a whole, especially in STL City. The only area where Prop D under-performed Amendment 7 was in the Balance, undoubtedly impacted by increased conservative enthusiasm and President Trump's presence.
- The difficulty is that support eroded in the final two weeks in the areas where Hawley ran the strongest in terms of the Balance, Springfield and the St. Louis Collar counties (and based on other polling was where Hawley was increasing his vote share), while still significantly under-performing McCaskill's performance in both St. Louis City and County.
- Given the collar county results, it is likely that union voters did not support Prop D to the level they needed to for a win.
- The Senate race undoubtedly hurt the ability to pass Prop D. Late turnout activity that was successful for Republican efforts in the Senate race largely ran counter to the objectives of SaferMO.com's efforts.

Addendum 2:

Electorate map provided by SaferMo.com media firm, Thompson Communications



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

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

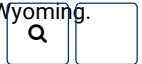
SHARE



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

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

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

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

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

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

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

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

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

Related stories:

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

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

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How the New Congress Impacts the Transportation Industry

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

JANUARY 7, 2019

SOURCE: ENO TRANSPORTATION WEEKLY



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

Ryan Rule Repeal

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

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

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

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

PAYGO, not CUTGO.

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

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

[See the full report here.](#)

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

By For the Courier-Post

Posted Jan 8, 2019 at 10:00 AM

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

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

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

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

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

effective use of theme and logo.

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

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

COLUMBIA DAILY TRIBUNE

MoDOT leader paints grim picture without more funds

By Pat Pratt

Posted Dec 13, 2018 at 4:56 PM

Updated Dec 13, 2018 at 4:56 PM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ppratt@columbiatribune.com

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Mid-Mo Prep Podcast



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

44:40



New Capitol Hill leadership ready to push freight infrastructure agenda

January 03, 2019 John Gallagher



PHOTO CREDIT: WIKIMEDIA COMMONS

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

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

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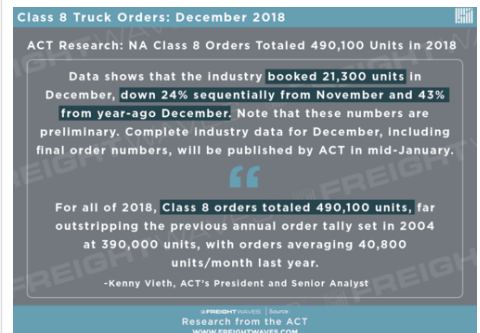


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“We’re generally positive that those assuming leadership positions have a real commitment to infrastructure and ensuring that something gets done under their watch,” Elaine Nessel, executive director of the Coalition for America’s Gateways and Trade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

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

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

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

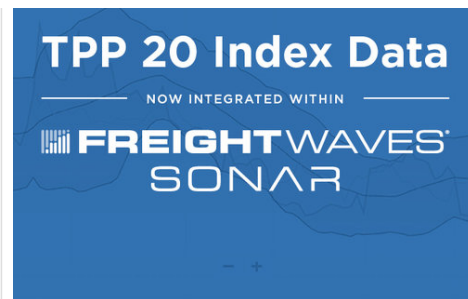


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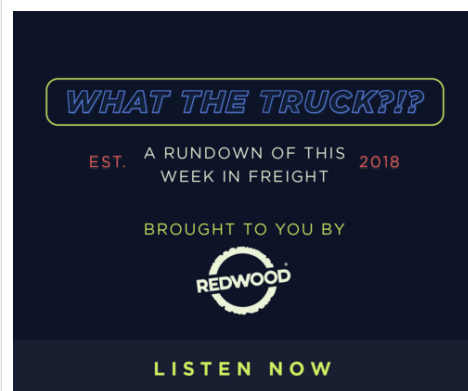
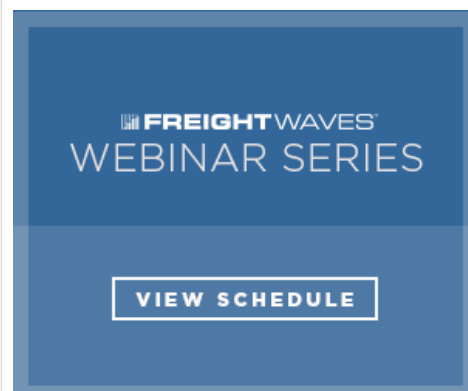
One of the more important developments is that Peter DeFazio (D-OR) will become chairman of the House Transportation & Infrastructure Committee, which has jurisdiction over highways, railroads, aviation, and the U.S. Coast Guard.

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

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



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positive for freight transportation.

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

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

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

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

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

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

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

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



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

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

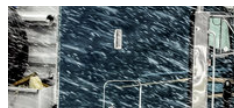
Taking over from Thune as chair of the Commerce, Science and Transportation Committee is Senator Roger Wicker of Mississippi. Wicker’s most recent freight initiative was the Port Improvements Act, which he [introduced in August](#) and was aimed at building cargo efficiency through port and intermodal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

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

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

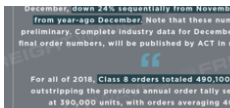
Jan 4, 2019



FreightWaves NOW - January 4, 2019

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

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Class 8 Truck Orders: December 2018

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

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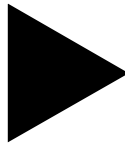
Media Kit

Repeated thefts prompt MoDOT to install overhead cables for highway lights

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

FOX4

MoDOT making it hard to steal copper



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

The state is trying to discourage theft of copper wire.

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

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

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

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

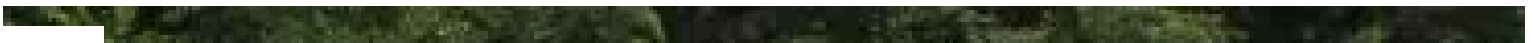
"We have been spending close to a million dollars this year on repairing cable theft," Susan Barry said, assistant district engineer for MoDOT. "Basically we've got locations where we fix it, and then they steal it again. So, it's an ongoing problem. That's why we're trying to find better ways to keep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

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

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

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

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

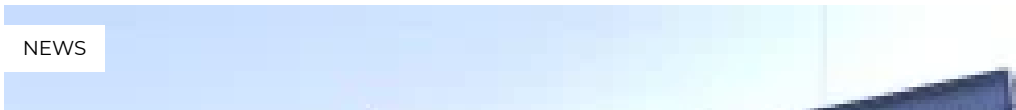




KC strengthens ordinances on salvage yards, tow trucks to cut down on theft



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

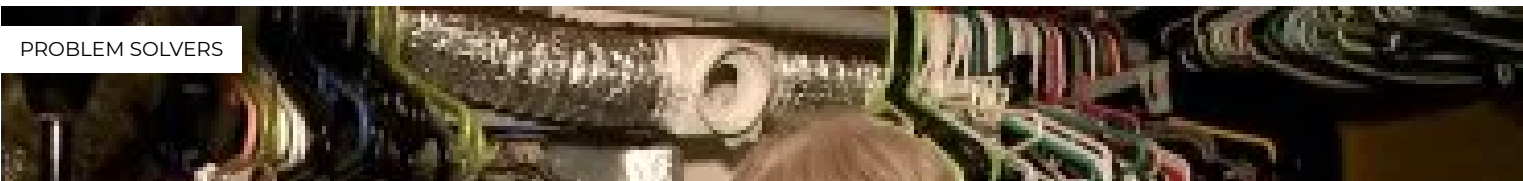




MoDOT crews working to keep debris off roads and drivers safe this holiday season



Buck O'Neil Bridge reopens in both directions





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



NEWS



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



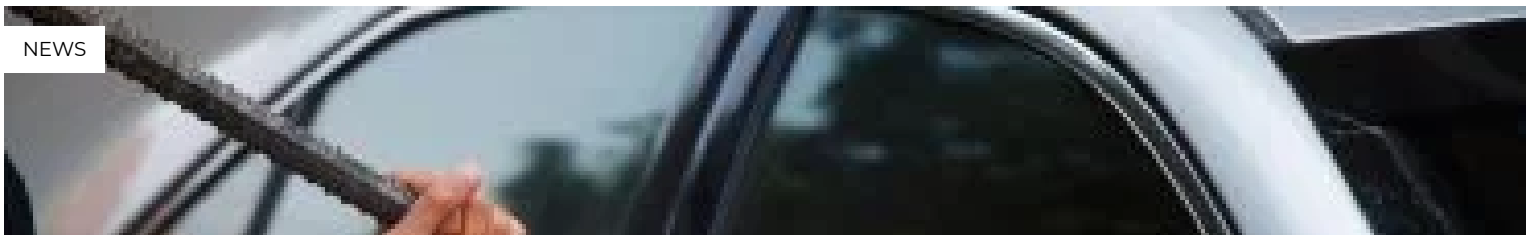
NEWS



Missouri voters once again reject gas tax increase to improve roads



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

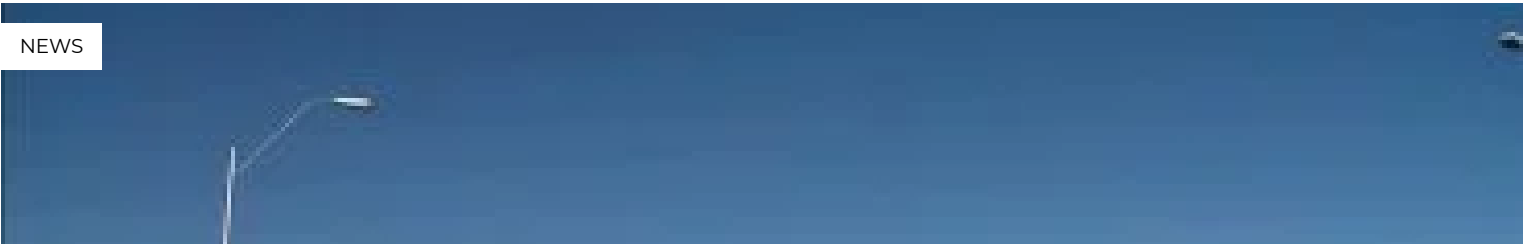




2 Missouri cities named to list of top 20 car theft capitals of the US



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





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



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





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



SBJ PHOTO BY WES HAMILTON

Transportation Outlook: Jay Wynn

CJW Transportation Consultants LLC Owner and President

BY: HANNA SMITH, CONTRIBUTING WRITER

Posted online December 31, 2018 | 12:41 pm

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

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

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

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

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

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

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

SBJ: What was the greatest hurdle of 2018?

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

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

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

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

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

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

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

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

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Eugene Mulero | Staff Reporter

January 3, 2019 2:15 PM, EST

Trump, Congress Eye Possibility of Infrastructure Bill in 2019



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

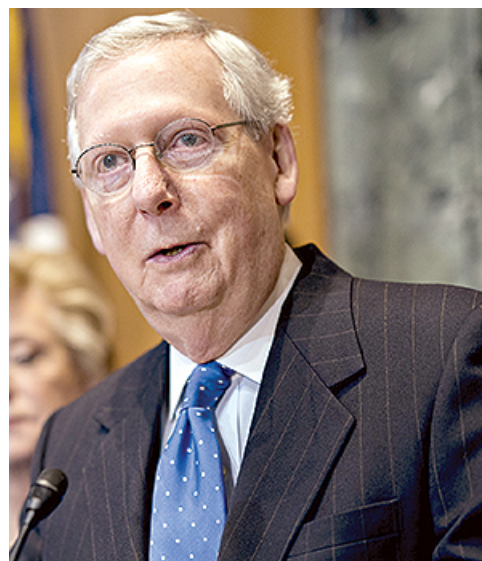
While the new Congress and the White House kick off 2019 in the midst of a partial government shutdown, President Donald Trump and the leadership of the U.S. House and Senate have acknowledged that authorizing funding for infrastructure projects will be atop their legislative priorities.

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

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

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

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



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

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



Donald J. Trump
@realDonaldTrump

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

94.6K 6:28 AM - Dec 20, 2018

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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Uncertainty over how to fund road, bridge repairs in Missouri

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

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

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

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

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

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

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

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