

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

MARCH 20, 2019 1:30 - 3:00 PM

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

AGENDA



Technical Planning Committee Meeting Agenda Wednesday, March 20, 2019 1:30 p.m. OTO Offices Chesterfield Village 2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

	Cal	l to Order1:30 PM
ı.	<u>Ad</u>	<u>ministration</u>
	A.	Introductions
	В.	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 January 16, 2019 Meeting Minutes
		TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES
	D.	Public Comment Period for All Agenda Items
	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.	Ne	w Business
	A.	Amendment Number Five to the FY 2019-2022 TIP
		TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY

2019-2022 TIP AMENDMENT NUMBER FIVE TO THE BOARD OF DIRECTORS

В.	OTO Growth Trends Report
	NO ACTION REQUIRED
c.	Major Thoroughfare Plan Variance Request
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE MAJOR THOROUGHFARE PLAN VARIANCE REQUEST TO THE BOARD OF DIRECTORS
D.	STIP Prioritization Criteria Review
	NO ACTION REQUIRED – INFORMATIONAL ONLY
E.	TIP Subcommittee (5 minutes/Longpine) OTO is requesting the appointment of a subcommittee to prepare the FY 2020-2023 Transportation Improvement Program.
	TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT A TIP SUBCOMMITTEE
F.	MoDOT STIP Development Update (30 minutes/Miller) MoDOT will be providing an update of current and planned Statewide Transportation Improvement Projects.
	NO ACTION REQUIRED – INFORMATIONAL ONLY
<u>Otl</u>	her 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.
	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 InformationTab 7

III.

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, May 15, 2019 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

CC: 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

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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 AGENDA 3/20/2019; ITEM I.C.

January 16, 2019 Meeting Minutes

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the January 16, 2019 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.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to approve the January 16, 2019 Technical Planning Committee meeting minutes."

OR

"Move to approve the January 16, 2019 Technical Planning Committee meeting minutes with the following corrections..."

OZARKS TRANSPORTATION ORGANIZATION TECHNICAL PLANNING COMMITTEE MEETING MINUTES January 16, 2019

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 1:30 p.m. by Chair David O'Connor.

The following members were present:

Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Joel Keller, Greene County (a)
Ms. Paula Brookshire, City of Springfield (a)	Ms. Mary Kromrey, Ozark Greenways
Mr. Eric Claussen, City of Springfield (a)	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Andy Mueller, MoDOT (a)
Mr. Matt Crawford, City Utilities Transit	Mr. David O'Connor, City of Willard (a), Chair
Ms. Brandie Fisher, City Utilities Transit	Mr. Jeremy Parsons, City of Ozark (a)
Ms. Dawne Gardner, City of Springfield (a)	Mr. Cole Pruitt, Missouri State University
Mr. Martin Gugel, City of Springfield	Mr. Jeff Roussell, City of Nixa
Mr. Zeke Hall, MoDOT	Mr. Frank Schoneboom, City of Battlefield
Mr. Adam Humphrey, Greene County	Mr. Garrett Tyson, City of Republic
Mr. Kirk Juranas, City of Springfield	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Kent Morris, Greene County Planning

Mr. Mokhtee Ahmad, FTA Representative	Mr. Andrew Nelson, City of Republic (a)
Mr. Rick Artman, Greene County	Mr. Jason Ray, SMOG (a)
Mr. Joshua Bird, Christian County (a)	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Randall Brown, City of Willard (Vice Chair)	Mr. Mark Schenkelberg, FAA Representative
Ms. Megan Clark, SMCOG	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. John Caufield, BNSF	Ms. Mary Lilly Smith, City of Springfield
Mr. Doug Colvin, City of Nixa (a)	Ms. Janette Vomund, MoDOT
Mr. Kevin Lambeth, City of Battlefield (a)	Ms. Eva Voss, MoDOT
Mr. Bradley McMahon, FHWA	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Garrett Brickner, City of Republic; Mr. Jared Davis, Anderson Engineering; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Humphrey moved approval of the Technical Planning Committee Meeting Agenda for January 16, 2019. Mr. Juranas seconded the motion and it was unanimously approved.

C. Approval of the November 14, 2018, Meeting Minutes

Mr. Wiesenhan moved for approval of the minutes from the November 14, 2018 Technical Planning Committee Meeting. Mr. Pruitt 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 she wanted to apprise the Committee of several upcoming meetings they will be invited to attend. The first meeting she discussed is the Traffic Impact Study, which is scheduled for January 28 at 10:00 am. She noted the objective is to move toward a regional policy on traffic impact studies. Ms. Fields noted that during the meetings to discuss the Transportation Alternatives Project (TAP) enhancement awards, there was a request to review the scoring and criteria for awarding these funds. This meeting is scheduled for February 13 at 10:30 am. Immediately prior to the TAP meeting, there will be a meeting to discuss refining Statewide Transportation Improvement Projects (STIP) priorities at 9:00 am. There will be an additional meeting on this topic on March 6 at 9:00 am.

Ms. Fields noted that the Springfield Area Chamber has scheduled the annual Salute to the Legislature for Wednesday, January 23. Registration for this event can be found on the Chamber's website.

F. Legislative Reports

Jeremy Pruett, Congressman Billy Long's Office indicated that due to the government shutdown there is limited legislation being considered. He said once the shutdown is over, the President has indicated he wants to see bills regarding infrastructure. He added that the Speaker of the House Pelosi has indicated this is something the Democrats in the House want to push forward as well.

Mr. Pruett stated Senator Schumer has indicated that the Senate will not pass a bill for infrastructure that doesn't include climate change. He said they hope to see something regarding infrastructure this year. He added that the President has shown support for speeding up the process, particularly the environmental studies, which impact infrastructure and can cause delays in projects.

II. New Business

A. Transportation Alternative Project Award Recommendation

Andy Thomason stated the OTO had issued a "call for projects" for the Transportation Alternative Project (TAP) funds. Mr. Thomason explained the process that has been followed in past years and highlighted the differences for this year's process. He reviewed the fifteen projects that were being recommended for funding, highlighting the ones that are included in the proposed Transportation Improvement Program (TIP) amendment that is on the current agenda.

Ms. Gardner moved the Technical Planning Committee recommend approval of the fifteen TAP projects to the Board of Directors. Mr. Parsons seconded the motion and it was unanimously approved.

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

Chair O'Connor noted there needed to be an amendment to this agenda item. Ms. Longpine noted that the request for an additional item had been received after the packet had been distributed, but due to time constraints, staff believes it is best to consider the request at this time. Mr. Wiesehan moved Amendment Number Three to the FY 2019-2022 TIP be amended by substituting the information distributed to the Committee at the meeting for the information that had been included in the packet. Mr. Schoneboom seconded the motion and it was unanimously approved.

Ms. Longpine stated the proposed Amendment Number Three as amended included fourteen projects; ten being recommended by the Transportation Alternatives Projects subcommittee and four additional projects. Ms. Longpine briefly reviewed the projects that are being recommended in this proposed amendment.

Mr. Roussell moved the Technical Planning Committee recommend approval of the proposed Amendment Number Three to the FY 2019-2022 TIP as amended, to the Board of Directors. Mr. Gugel seconded the motion and it was unanimously approved.

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

Natasha Longpine stated staff had taken the transit projects from Amendment Number Three due to the federal government shutdown. She explained that Federal Highway Administration (FHWA) is open and operating, but Federal Transit Administration (FTA) is not and staff did not want to hold up approval of the TIP amendment should the shutdown continue beyond the Board of Directors Meeting in February. She briefly reviewed the five projects being proposed as part of this amendment.

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

D. Major Thoroughfare Plan Variance Request

Natasha Longpine stated Christian County had requested a variance to the Major Thoroughfare Plan for Pawnee Road. She referred to the map that had been distributed at the meeting, as it did not load in the Kindles. She noted that Pawnee is classified as a Collector which requires 660 feet for intersection spacing.

Ms. Longpine noted the requested variance is to place the intersection at about 450 feet, which will allow one roadway for the development. Due to the terrain and existing road connection locations, staff is supporting this variance request. This will allow for two access points for the proposed subdivision. She noted that Jared Davis with Anderson Engineering was present and could respond to any questions.

Mr. Juranas asked if the proposed use was residential. Mr. Davis responded yes and estimated there would be about fifty homes impacted by this variance.

Mr. Coltrin moved the Technical Planning Committee recommend approval for the proposed Major Thoroughfare Plan variance request for Pawnee Road in Christian County to the Board of Directors. Mr. Juranas seconded the motion and it was unanimously approved.

E. STIP Prioritization Criteria Review

Sara Fields stated each year the OTO prioritizes projects for MoDOT's Statewide Transportation Improvement Program (STIP). She clarified that these are projects on the State system that MoDOT is helping to fund. She outlined the process for scoring these projects, noting it involves several meetings.

Ms. Fields stated the Technical Planning Committee is going to be reviewing the criteria used in scoring the projects. She noted two criteria were reviewed at the last meeting and at this meeting, she would be reviewing Congestion Management and Environmental Justice. She added the information for Congestion Management is derived from using MoDOT's traffic volumes and converting it to a passenger car equivalent. Ms. Fields explained how the scoring and points assigned are determined for Congestion Management.

The next criteria Ms. Fields discussed was Environmental Justice. Ms. Fields noted this is a term used by the Federal Government to ensure that when transportation projects are being planned and constructed, they do not have an adverse impact on the elderly, minority populations, Hispanic populations, low-income areas and disabled persons. Ms. Fields noted the OTO has mapped the area based on census population. This data is used to score based on the population that is located in the project area.

In response to a question as to whether or not other groups are reviewing this information, Ms. Fields stated there is a group of traffic engineers from Greene County and Springfield that are reviewing the criteria from a technical perspective. Once this analysis has been completed, Ms. Fields stated she hopes to bring this back to the Technical Planning Committee and review the process and criteria step-by-step and one-by-one.

Following a brief discussion on the scoring and point values for this criteria, Chair O'Connor noted this information was provided for informational purposes only and no action by the Committee was required.

F. MoDOT Update

Frank Miller stated many of those present had attended a meeting on Tuesday, January 15, 2019 for discussing Statewide Transportation Improvement Program (STIP) priorities. He indicated there had been a discussion as to what projects MoDOT would like to program into the STIP, which then goes into the TIP. He noted that there are two more meetings scheduled and the list is in a constant state of change. He stated there is some capacity to looking at adding projects coming up in 2020 and some in 2024.

Mr. Miller added that MoDOT has indicated they will be looking at some smaller projects and see where they may be programmed in if funding is available. He added the three major projects MoDOT is considering were not in the top sixteen priorities of the OTO. He reiterated these projects have not been added, they are just being reviewed and discussed

at this time. He briefly reviewed a few smaller projects that are being considered for adding to the STIP.

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

G. UPWP Subcommittee and Project Proposals

Sara Fields stated the Unified Planning Work Program is the OTO's contract with MoDOT, Federal Highway Administration, and Federal Transit on how they will fund the OTO and what deliverables the OTO will provide in exchange for that funding. She added the OTO develops this program each year and outlines the work that will be accomplished, and also allows for new ideas and programs to be suggested for development. She noted she is asking for a committee to assist her in developing this program for the coming year and requested three to five volunteers.

The following members agreed to serve on this subcommittee: Garrett Tyson, Eva Voss, King Coltrin, and Kirk Juranas. Ms. Fields stated that she would continue to accept volunteers if anyone wishes to join this group and also suggestion for volunteers.

III. Other Business

A. Technical Planning Committee Member Announcements

Dawn Gardner announced that Springfield is hosting ADAG and PROAG training dates in March. This training will be held at the Southwest Center for Independent Living. She will be distributing a flyer closer to the date.

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

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

Adjournment

With no additional business to come before the Committee, the meeting was adjourned at approximately 2:55 p.m.

TAB 2

NO PUBLIC COMMENT RECEIVED

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 3/20/2019; ITEM II.A.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are four new items included as part of Amendment Number Five to the FY 2019-2022 Transportation Improvement Program. These items include three projects requested by MoDOT and one requested by the Ozarks Transportation Organization.

- *New* ADA Improvements on Nature Center Way (EN1914-19A5)
 MoDOT is requesting a scoping project for ADA improvements along Nature Center Way with \$61,000 in Federal Funding and \$15,400 in State Funding, for a total programmed amount of \$77,000 in FY 2019.
- 2. *New* OTO Operations and Planning (OT1901-19A5)
 OTO is requesting STBG-Urban funding for operations and planning activities as described in the
 OTO FY 2020 Unified Planning Work Program, starting with federal funds of \$200,000 in FFY 2019,
 and increasing by 5 percent each year to \$231,525 for FFY 2022, for a total programmed amount of \$1,077,531, with local match provided by OTO Member Jurisdiction Dues. The scenario below demonstrates the impacts of this change to each community.

	FFY 2019	FFY 2019 minus OTO Operations	Difference
STBG-Urban Allocation	6,550,433.04	6,350,433.04	(200,000.00)
STBG-Urban Distribution			
Christian County	342,828.93	332,361.57	(10,467.36)
Greene County	1,459,160.89	1,414,609.30	(44,551.59)
City of Battlefield	118,326.36	114,713.58	(3,612.78)
City of Nixa	402,648.31	390,354.52	(12,293.79)
City of Ozark	377,204.96	365,688.02	(11,516.94)
City of Republic	312,241.90	302,708.42	(9,533.48)
City of Springfield	3,376,174.94	3,273,092.44	(103,082.50)
City of Strafford	49,912.98	48,389.02	(1,523.96)
City of Willard	111,933.77	108,516.17	(3,417.60)
	6,550,433.04	6,350,433.04	(200,000.00)

3. *New* Route 60 and Route 174 Intersection (RP1901-19A5)
MoDOT is requesting a scoping project for the Route 60 and Route 174 Intersection in Republic, with \$160,000 in Federal Funding and \$40,000 in State Funding, for a total programmed amount of \$200,000.

4. *New* Sherman Parkway Rail Crossing Improvements (SP1912-19A5)

MoDOT is requesting a project to install a new rail crossing signal and rail crossing safety improvements on Sherman Parkway at BNSF railroad, with Federal Funding of \$46,000 and State Funding of \$6,000, for a total programmed amount of \$52,000.

EXECUTIVE COMMITTEE RECOMMENDATION:

At its regularly scheduled meeting on March 13, 2019, the OTO Executive Committee recommended approval of OT1901-19A5.

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 5 to the FY 2019-2022 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Amendment 5 to the FY 2019-2022 Transportation Improvement Program, with these changes..."



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1914-19A5 ADA IMPROVEMENTS ON NATURE CENTER WAY

Route 60 South Outer Road

From 0.1 mile east of Republic Road

To end of Route

Location City of Springfield

Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG

MoDOT Funding Category Enhancements-Statewide

Bike/Ped Plan? EJ?

STIP # 8S3175

Federal ID #

Project Description

Scoping for ADA improvements on Nature Center Way from 0.1 mile east of Republic Road to end of route.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$31,200	\$30,400	\$0	\$0	\$61,600
MoDOT	State	ENG	\$7,800	\$7,600	\$0	\$0	\$15,400
Totals			\$39,000	\$38,000	\$0	\$0	\$77,000

Notes

Source of Local Funding: State Transportation Revenues

Prior Cost Future Cost

Total Cost \$77,000

\$0

\$0



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # OT1901-19A5 OTO OPERATIONS AND PLANNING

Route From To

LocationArea WideFederal AgencyFHWA

Project Sponsor Ozarks Transportation Organization

Federal Funding Category STBG-U **MoDOT Funding Category** N/A

Bike/Ped Plan? EJ?

STIP # Federal ID #

Project Description

Operations and Planning Activities as described in the FY 2020 UPWP and as planned in consecutive years.



Planning Project

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	PLAN	\$200,000	\$210,000	\$220,500	\$231,525	\$862,025
LOCAL	Local	PLAN	\$50,000	\$52,500	\$55,125	\$57,881	\$215,506
Totals			\$250,000	\$262,500	\$275,625	\$289,406	\$1,077,531

Notes

Source of Local Funds: OTO dues as collected from member jurisdictions.

Prior Cost \$0 Future Cost \$0

Total Cost \$1,077,531



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # RP1901-19A5 ROUTE 60 AND ROUTE 174 INTERSECTION

Route US 60 From Route 174 To Route 174

Location City of Republic

Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8S3159B

Federal ID #

Project Description

Scoping for intersection improvements at Route 60 and Route 174 in Republic.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$120,000	\$40,000	\$0	\$0	\$160,000
MoDOT	State	ENG	\$30,000	\$10,000	\$0	\$0	\$40,000
Totals			\$150,000	\$50,000	\$0	\$0	\$200,000

Notes

Source of Local Funding: State Transportation Revenues

Prior Cost \$0 Future Cost \$0

Total Cost \$200,000



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1912-19A5 SHERMAN PARKWAY RAIL CROSSING IMPROVEMENTS

Route Sherman Parkway

From BNSF
To BNSF

Location City of Springfield

Federal Agency FHWA
Project Sponsor MoDOT

Federal Funding Category STBG-RR Safety (Section 130) **MoDOT Funding Category** Grade Crossing Safety Account

Bike/Ped Plan? EJ?

STIP#

Federal ID # 000S589

Project Description

Install new rail crossing signal and rail crossing safety improvements on Sherman Parkway at BNSF railroad (USDOT crossing #664118Y).



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (130)	Federal	CON	\$46,000	\$0	\$0	\$0	\$46,000
MoDOT-GCSA	State	CON	\$6,000	\$0	\$0	\$0	\$6,000
Totals			\$52,000	\$0	\$0	\$0	\$52,000

Notes

Source of Local Funding: State Transportation Revenues

 Prior Cost
 \$0

 Future Cost
 \$0

 Total Cost
 \$52,000

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
EN1914-19A5	\$0	\$0	\$0	\$31,200	\$0	\$7,800	\$39,000
SUBTOTAL	\$627,240	\$2,954,184	\$300,000	\$1,027,200	\$1,032,196	\$331,800	\$6,272,620

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	\$10,00
EN1801-18	\$0	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,00
EN1802-18	\$0	\$0	\$0	\$271,200	\$0	\$67,800	\$339,00
EN1901-19	\$0	\$0	\$0	\$272,000	\$0	\$68,000	\$340,00
EN2001-18	\$0	\$132,160	\$0	\$0	\$33,040	\$0	\$165,20
EN1904-19A3	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$340,00
EN1905-19A3	\$0	\$324,014	\$0	\$0	\$81,004	\$0	\$405,01
EN1906-19A3	\$0	\$187,990	\$0	\$0	\$46,998	\$0	\$234,98
En1907-19A3	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$174,52
EN1908-19A3	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$371,36
EN1910-19A3	\$0	\$146,098	\$0	\$0	\$36,524	\$0	\$182,62
EN1911-19A3	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$90,88
EN1914-19A5	\$0	\$0	\$0	\$30,400	\$0	\$7,600	\$38,00
SUBTOTAL	\$781,422	\$790,262	\$264,000	\$1,091,200	\$392,923	\$338,800	\$3,658,60
2021							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,00
EN1802-18	\$0	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,00
EN1901-19	\$0	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,00
EN2101-18	\$0	\$53,760	\$0	\$0	\$13,440	\$0	\$67,20
EN2102-18	\$0	\$74,368	\$0	\$0	\$18,592	\$0	\$92,96
SUBTOTAL	\$0	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,16
2022							
EN2201-19	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,00
SUBTOTAL	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,00
GRAND TOTAL	\$1,408,662	\$3,872,574	\$1,153,800	\$4,547,000	\$1,457,151	\$1,425,200	\$13,864,38

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	STBG-U		TAP	STBG	STAP	Local	MoDOT	TOTAL
PRIOR YEAR								
Balance	\$ 4,002,57	4 \$	624,281	N/A	N/A	\$ -	\$ -	\$ 4,626,855
FY 2019								
Funds Anticipated	*See note belo	w \$	438,053	\$1,027,200.00	\$300,000.00	\$ 1,032,196	\$ 331,800	\$ 3,129,249
Funds Programmed	(\$2,954,184.0	0)	(\$627,240)	(\$1,027,200.00)	(\$300,000.00)	(\$1,032,196.00)	(\$331,800.00)	(\$6,272,620.00)
Running Balance	\$1,048,390.0	0	\$435,094.24	\$0.00	\$0.00	\$0.00	\$0.00	\$1,483,484.24
FY 2020								
Funds Anticipated	*See note be	ow	\$446,814.00	\$1,091,200.00	\$264,000.00	\$392,923.00	\$338,800.00	\$2,533,737.00
Funds Programmed	(\$790,262.0	0) \$	(781,422.00)	(\$1,091,200.00)	(\$264,000.00)	(\$392,923.00)	(\$338,800.00)	(\$3,658,607.00)
Running Balance	\$258,128.0	0	\$100,486.24	\$0.00	\$0.00	\$0.00	\$0.00	\$358,614.24
FY 2021								
Funds Anticipated	*See note be	ow	\$455,750.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$3,914,782.00
Funds Programmed	(\$128,128.0	0) \$	-	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	(\$3,587,160.00)
Running Balance	\$130,000.0	0	\$556,236.24	\$0.00	\$0.00	\$0.00	\$0.00	\$686,236.24
FY 2022								
Funds Anticipated	*See note be	ow	\$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	\$130,000.0	0 \$	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.

Roadways

YEARLY SUMMARY

YEARLY SUMMAR	NI				Federal						Local		State		
PROJECT	FHWA (STBG-U) FI	HWA (SAFETY) FHV	WA (BRIDGE)	FHWA (I/M) TFI		HWA (BRM) FH	NA (BRO) F	HWA (NHPP)	FHWA (STBG) FEN	1A	LOCAL	MoDOT	MoDOT-GCSA SEM	A	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 \$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$84,000
GR1805-18	\$0	\$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 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,539,018 \$733.949	\$0 \$0	\$0 ©0	\$0 \$0	\$12,695,093
GR1902-19 GR1903-19	\$2,935,796	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0	\$733,949	* -	\$0 \$0	\$0 \$0	\$3,669,745
	\$0 ©0	\$0 \$0	* -	\$0 \$0		* *		\$1,600				\$400	* * *		\$2,000
GR1904-19	\$0 ©0		\$369,600	• •	\$0 ©0	\$0 ©0	\$0 ©0	\$0 ©0	\$0 \$0	\$0 ©0	\$0 ©0	\$92,400	\$0 ©0	\$0 \$0	\$462,000
GR1905-19 GR1906-19	\$0 \$0	\$0 \$0	\$0 \$0	\$22,500 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1.600	\$0 \$0	\$0 \$0	\$0 \$0	\$2,500 \$400	\$0 \$0	\$0 \$0	\$25,000 \$2,000
GR1900-19 GR1907-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,000	\$0 \$0	\$0 \$0	\$0	\$1,000	\$0 \$0	\$0 \$0	\$5,000
GR1907-19 GR1908-19	\$0	\$0 \$0	\$6,400	\$0 \$0	\$0	\$0 \$0	\$0	\$4,000	\$0 \$0	\$0	\$0	\$1,600	\$0 \$0	\$0	\$8,000
GR1909-19	\$0 \$0	\$0 \$0	\$60.000	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0	\$15.000	\$0 \$0	\$0	\$75.000
GR1910-19	\$0 \$0	\$0 \$0	\$00,000	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$1,600	\$0	\$0	\$400	\$0 \$0	\$0	\$2,000
MO1105	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$1,000	\$0	\$0	\$292,000	\$0 \$0	\$0	\$292.000
MO1405	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0	\$15,000	\$0 \$0	\$0	\$15,000
MO1709	\$0 \$0	\$162.900	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$18,100	\$0 \$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

Roadways

YEARLY SUMMARY

YEARLY SUMMARY	1				Federal						Local		State		
PROJECT	FHWA (STBG-U) FI	HWA (SAFETY) FI	HWA (BRIDGE)	FHWA (I/M)		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	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800		\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588		\$0	\$3,724,000
OK1801-17A2 OK1802-19A3	\$1,517,720 \$800,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$506,655	\$0 \$0	\$1,294,480 \$0	\$0 \$740,993	\$429,180 \$625,001	\$323,620 \$0		\$0 \$123,499	\$3,565,000 \$2,796,148
OK1803	\$000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$500,655 \$0	\$252,000	\$0 \$0	\$740,993	\$623,001	\$63,000		\$123,499	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		\$0	\$2,000
OT1901-19A5	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0		\$0	\$250,000
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	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400		\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400		\$0	\$2,000
RP1801-18AM1	\$992,800	\$0 \$0	\$0 ©0	\$0 ©0	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$22,400	\$851,200	\$0	\$248,200	\$212,800		\$0 \$0	\$2,305,000
RP1802-18 RP1803-18	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$22,400 \$8,800	\$0 \$0	\$0 \$0	\$0 \$0	\$5,600 \$2,200	\$0 \$0	\$0 \$0	\$28,000 \$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000		\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$115,000	\$0	\$0	\$0,000		\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		\$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	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000		\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	* -	\$0	\$1,203,915
SP1704-18AM1 SP1705-18AM1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$555,200	\$0 \$0	\$0 \$0	\$0 \$0	\$138,800	\$0 \$0	\$0 \$0	\$694,000
SP1705-16AW1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,847,200 \$0	\$445,600	\$0 \$0	\$0 \$0	\$1,461,800 \$111,400		\$0 \$0	\$7,309,000 \$557,000
SP1708	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$1,600	\$0	\$0 \$0	\$0	\$400		\$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	\$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	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		\$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 SP1807-18	\$0 \$0	\$0 \$2.079.000	\$0 \$0	\$22,500 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,500 \$231.000		\$0 \$0	\$25,000 \$2.310.000
SP1809-18	\$0 \$0	\$2,079,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$20,000	\$0 \$0	\$0 \$0	\$0 \$0	\$231,000	* -	\$0 \$0	\$2,310,000
SP1811-18	\$0 \$0	\$2,000	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0,000	\$0	\$0	\$0	\$0,000		\$0	\$2,000
SP1812-18	\$0	\$2,000	\$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	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000		\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000		\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000		\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0 \$0	\$180,000	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0		\$0	\$200,000
SP1902-18A4 SP1903-19	\$1,200,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,600	\$0 \$0	\$0 \$0	\$300,000 \$0	\$0 \$400	* -	\$0 \$0	\$1,500,000
SP1903-19 SP1904-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600 \$1,600	\$0 \$0	\$0 \$0	\$0 \$0	\$400 \$400		\$0 \$0	\$2,000 \$2,000
SP1904-19 SP1906-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$1,600 \$0	\$11,200	\$0 \$0	\$0	\$2,800		\$0 \$0	\$2,000 \$14.000
SP1907-19	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000		\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000		\$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	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000		\$0	\$10,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,200	\$0	\$0	\$7,800	\$0	\$0	\$39,000
WI1001-17A2	\$0 \$733.806	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$12,000	\$0 \$0	\$0	\$3,000		\$0 \$0	\$15,000
WI1701-17AM1 WI1801-18	\$733,896 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$6,364,800	\$0 \$0	\$292,354 \$0	\$0 \$1,591,200	* -	\$0 \$0	\$1,026,250 \$7,956,000
SUBTOTAL	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680			\$1,591,200		\$123,499	\$94,718,760
CODICIAL	Ψ23,203,000	Ψ2,233,300	ψ1,510,400	Ψ207,100	Ψ100,000	ψυυυ, 1υΖ	ψ500,055	Ψ11,732,400	Ψ20, 120,000	ψ1 1 ∪,553	Ψ1,000,401	ψ12,100,700	φ20,000	ψ120, 4 33	φυτ, ε10, ε00

Roadways

YEARLY SUMMARY

YEARLY SUMMAR	<u>ξι</u>				Federal					J	Local		State		
PROJECT	FHWA (STBG-U) FI	IWA (SAFETY) FH	WA (BRIDGE) F	HWA (I/M)		FHWA (BRM) FI	IWA (BRO)	HWA (NHPP)	FHWA (STBG) F	ЕМА	LOCAL	MoDOT	MoDOT-GCSA SEM	A	TOTAL
	(/	Λ- /		(- / [(/ 1	· / /	/1		\						
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	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0 ©0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0	\$0 \$514.400	\$0 \$0	\$0 \$0	\$35,000	\$0 \$0	\$0	\$35,000
MO2101-18	\$0 ©0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$5,244,600	\$514,400	\$0 \$0	\$0 \$0	\$128,600	\$0 \$0	\$0	\$643,000
NX1701	\$0 ©0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,341,600	\$0 \$0	\$0 \$0	\$0 \$0	\$1,335,400	\$0 \$0	\$0	\$6,677,000
NX1704	\$0 \$4.005.400	\$0 ©0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600	\$0 \$0	\$0 \$0	\$0	\$400	\$0 \$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$838,892	\$0 \$0	\$0 \$0	\$266,277	\$209,723	\$0 \$0	\$0	\$2,380,000
NX1901-19	\$0 ©0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$11,200	\$0 \$0	\$0 \$0	\$0 \$0	\$2,800	\$0 \$0	\$0	\$14,000
NX1902-19	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$62,400	\$0	\$0 \$0	\$0	\$15,600	\$0 \$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,334,400 \$2,551,200	\$0 \$0	\$143,000	\$333,600	\$0 \$0	\$0	\$3,161,000
OK1701	\$0 \$0	\$835,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	* -	\$2,551,200 \$0	\$0 \$0	\$0 \$0	\$637,800 \$486,400	\$0 \$0	\$0 \$0	\$4,024,000
OK1803	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,945,600							\$2,432,000
OK1901-19		\$0 \$0	\$0 \$0			\$0 \$0		\$36,000	\$0	\$0 \$0	\$0 \$52,500	\$9,000 \$0	\$0	\$0 \$0	\$45,000
OT1901-19A5	\$210,000 \$0	\$0 \$0		\$0 \$0	\$0 \$0		\$0 \$ 0	\$0	\$0 \$0	\$0 \$ 0			\$0 \$0	\$0 \$0	\$262,500
RG0901-18A1 RP1701			\$0 \$0			\$0 \$0		\$400,000			\$0 \$0	\$100,000	\$0 \$0		\$500,000
RP1701 RP1703-17A3	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$8,000 \$0	\$0 \$1,600	\$0 \$0	\$0 \$0	\$2,000 \$400	\$0 \$0	\$0 \$0	\$10,000
RP1703-17A3 RP1704-17A3	\$0 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600 \$1,600			\$400 \$400	\$0 \$0	\$0 \$0	\$2,000
	* * *	\$0 \$0	* -	* -		\$0 \$0	* -	* -	\$1,600	\$0 \$0	\$0 \$0		* * *	\$0 \$0	\$2,000
RP1802-18	\$0	\$ U	\$0	\$0	\$0	\$ 0	\$0	\$1,615,200	\$0	\$0	\$0	\$403,800	\$0	\$ U	\$2,019,000

FY 2020 continued on next page

Roadways

YF	ΑF	21	Υ	SI	JM	MA	RY

YEARLY SUMMARY					Federal						Local		State		
PROJECT	FHWA (STBG-U) FI	HWA (SAFETY) FI	HWA (BRIDGE)	FHWA (I/M)		FHWA (BRM)	HWA (BRO)	FHWA (NHPP)	FHWA (STBG) F	EMA	LOCAL	MoDOT	MoDOT-GCSA S	SEMA	TOTAL
2020 Continued RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
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 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$16,000	\$0 \$0	\$0 \$0	\$0 \$0	\$4,000 \$800	\$0 \$0	\$0 \$0	\$20,000
SP1710 SP1801-18	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,200 \$1,600	\$0 \$0	\$0 \$0	\$0 \$0	\$400 \$400	\$0 \$0	\$0 \$0	\$4,000 \$2,000
SP1802-18	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$1,600 \$1,600	\$0 \$0	\$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 SP1907-19	\$0 \$0	\$0 \$995.000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$11.779.400	\$6,400 \$0	\$0 \$0	\$0 \$0	\$1,600 \$3,193,600	\$0 \$0	\$0 \$0	\$8,000 \$15,968,000
SP1907-19 SP1908-19A2	\$0 \$0	\$995,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$11,779,400	\$0 \$0	\$0 \$0	\$0 \$0	\$3,193,600	\$0 \$0	\$0 \$0	\$10,000
SP1909-19A2	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$40,000	\$0 \$0	\$0 \$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0 \$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$4,000	\$0 \$0	\$0	\$0	\$1,000	\$0 \$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	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$6,003,388	\$9,103,623	\$5,000	\$0	
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1703 CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1703 CC1802 CC1803-18	\$0 \$0	\$0 \$1,800	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$252,800 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$63,200 \$200	\$0 \$0	\$0 \$0	\$316,000 \$2,000
CC1703 CC1802 CC1803-18 CC1901-19	\$0 \$0 \$0	\$0 \$1,800 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$252,800 \$0 \$1,600	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$63,200 \$200 \$400	\$0 \$0 \$0	\$0 \$0 \$0	\$316,000 \$2,000 \$2,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19	\$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$63,200 \$200 \$400 \$400	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$2,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19 GR1403-18A1	\$0 \$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600 \$8,000	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$63,200 \$200 \$400 \$400 \$2,000	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$2,000 \$10,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19	\$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600 \$8,000 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$63,200 \$200 \$400 \$400 \$2,000	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$2,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19 GR1403-18A1 GR1707-17A6	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600 \$8,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$1,000	\$63,200 \$200 \$400 \$400 \$2,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$2,000 \$10,000 \$1,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19 GR1403-18A1 GR1707-17A6 GR1903-19	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600 \$8,000 \$0 \$1,872,800	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$1,000	\$63,200 \$200 \$400 \$400 \$2,000 \$0 \$468,200	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$2,000 \$10,000 \$1,000 \$2,341,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19 GR1403-18A1 GR1707-17A6 GR1903-19 GR1905-19	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600 \$8,000 \$0 \$1,872,800 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$1,000 \$0 \$0 \$0 \$0	\$63,200 \$200 \$400 \$4,000 \$2,000 \$0 \$468,200 \$318,500 \$345,000 \$23,400	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$2,000 \$10,000 \$1,000 \$2,341,000 \$3,185,000
CC1703 CC1802 CC1803-18 CC1901-19 CC1902-19 GR1403-18A1 GR1707-17A6 GR1903-19 GR1906-19 GR1906-19 GR1907-19 GR1908-19	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$1,800 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$252,800 \$0 \$1,600 \$1,600 \$8,000 \$0 \$1,872,800 \$0 \$1,380,000 \$93,600 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$1,000 \$0 \$0 \$0 \$0	\$63,200 \$200 \$400 \$4,000 \$2,000 \$0 \$468,200 \$318,500 \$345,000 \$23,400 \$66,800	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$316,000 \$2,000 \$2,000 \$1,000 \$1,000 \$1,000 \$3,185,000 \$1,725,000 \$117,000 \$334,000
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Roadways

					Federal						Local		State	
ROJECT	FHWA (STBG-U) F	HWA (SAFETY) FI	HWA (BRIDGE)	FHWA (I/M)	FHWA (130) F	HWA (BRM) FI	HWA (BRO)	FHWA (NHPP)	FHWA (STBG) F	ЕМА	LOCAL	MoDOT	MoDOT-GCSA SEMA	TOTAL
21 Continued														
(1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0 \$	\$1,072,
(1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0 \$	\$2,904,
1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0 \$	\$275
G0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0 \$	\$727
1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0 \$	\$10
1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0 \$	\$2
1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0 \$	\$2
1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0 \$	
1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0 \$	\$522
1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0 \$	\$10
1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0 \$	\$1,015
1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0 \$) \$20
1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0 \$	\$845
1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$) \$2
1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$) \$2
1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0 \$) \$55
1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000		
1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600		
1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000		. ,
1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800		. ,
BTOTAL	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$141,125	\$5,000,300) \$25,000 \$) \$26,623
22														
1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0 \$	\$4,492
1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0 \$	\$2
1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0 \$	\$2
1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0 \$	\$2
1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0 \$	\$1,000
R1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0 \$	\$1
1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0 \$	\$4,500
1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0 \$	\$2,120
D1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0 \$	\$ 292
01405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0 \$	\$15
01719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0 \$	\$50
01721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0 \$	\$60
1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0 \$	\$50
1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0 \$) \$50
1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0 \$	3 \$1,893
1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0 \$	\$23
1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0 \$) \$289
0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0 \$	3 \$14,053
1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400		
1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400		
1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000		
1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000		
1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0 \$) \$2
BTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0 \$	\$29,449

FINANCIAL CONSTRAINT

Roadways

					Feder	ral Funding Sou	rce									
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	
2019 Funds Programmed	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$75,367,066	\$7,039,487	\$12,188,708	\$123,499	\$4,828,137	\$99,546,897
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$46,140,489	\$6,003,388	\$9,108,623	\$0	\$4,915,044	\$66,167,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,397,807	\$ 12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$506,655	\$69,143,492	\$36,669,680	\$740,993	\$ 165,112,959	\$15,496,402	\$ 31,311,931	\$123,499	\$ 19,840,274	\$231,885,065

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,293,800	\$43,687,000	\$38,504,000	\$44,238,000	\$192,463,793
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	\$7,039,487	\$6,003,388	\$141,125	\$2,312,402	\$15,619,901
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	\$80,744,567	\$60,483,243	\$49,191,519	\$58,581,444	\$273,823,400
Prior Year Funding		\$24,822,628	\$6,020,298	\$335,997	\$17,900,376	-
Programmed State and Federal Funding		(\$99,546,897)	(\$66,167,544)	(\$31,627,140)	(\$34,543,484)	(\$231,885,065)
TOTAL REMAINING	\$24,822,628	\$6,020,298	\$335,997	\$17,900,376	\$41,938,335	\$41,938,335

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	\$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	<mark>\$6,668,073.49</mark>	\$446,814.15	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	<mark>\$6,801,434.96</mark>	\$455,750.43	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	<mark>\$6,937,463.66</mark>	\$464,865.44	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	<mark>\$26,944,299.06</mark>	\$1,805,483.10	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	(\$40,644,459.00)	(\$1,408,662.00)	(\$963,132)	(10,973,066)	(\$1,392,811)	(\$1,776,919)
Estimated Carryover Balance	\$7,657,760.3 <mark>7</mark>	\$1,021,101.24	\$0	\$0	\$12,611	\$552,839
Through FY 2022						

LOCAL

Table H.3 Motor Fu	el Taxes, Vehicl	e Sales and Use	Taxes, and Vel	hicle Fee Projec	ctions
	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 P	rojections	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										

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 3/20/2019; ITEM II.B.

Growth Trends Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website http://www.ozarkstransportation.org/Documents/2018%20Growth%20Trends%20Report.pdf. Conclusions from the report include:

- Net residential unit permitting for the OTO area reached its second highest total since 2007 at 1.884
- The areas with the largest growth in single-family residential units in 2018 were Greene County OTO area only (320) and Nixa (247) while Springfield (719), Ozark (129), Battlefield (83), and Republic (32) contributed to the highest total in the OTO for Multifamily permits since 2007
- According to the ACS 2017 5-Year Estimates, over 7,000 people ages 18 to 24 migrated into Greene county from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was an estimated to be 21.9
- From 2016 to 2017, 4,200 jobs were added in the Springfield MSA, the highest increase since 2013 to 2014. Although jobs numbers rose in every county in the MSA, the percentage of MSA jobs within Greene County has remained at around 83%.
- Residents of Springfield and Greene County had the shortest mean commuting times at an estimated 17.7 and 19.3 minutes in 2017, respectively. Mean commuting time has increased for Springfield and Dallas County residents from 2012 to 2017 while Webster County commuting time has decreased

If there is additional information that the Technical Planning Committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information only. No action required.

Growth Trends Report

Through December 31, 2018

2208 W. Chesterfield Blvd, Suite 101 Springfield, Missouri 65807



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information used to prepare this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is compiled from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

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Appendix. O 1 O Alea I Chille Activity 2001 2010	

Introduction

Each year, the Ozarks
Transportation Organization
(OTO) analyzes residential
construction activity and
demographic information for
the MPO study area and
member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO area.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level.

Residential Units

Single-family and multi-family residential construction and demolition activity for the various jurisdictions within the OTO study area is tabulated and discussed here.

Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area are presented in this section.

Demographics & Employment

Past and most recent population, income, poverty, education, commuting, employment, and workforce statistics are presented and compared.

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures was collected for each county and municipality in the OTO area for 2018. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

In addition, permits for demolitions of existing residential units were included and subtracted from the total of newly constructed residential structures or existing structures converted to residential use to produce a net total of housing units added in each city or county within the OTO area. Only permit activity within the OTO boundary is included for unincorporated portions of counties in this report.

The new housing units added in 2018 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2018 is included as an appendix.

Combo Charts – The charts in this section include lines and bars. Values for lines are plotted on the left axis and values for bars are plotted on the right axis. This was done to help visualize development trends in all jurisdictions. If all values were plotted on the same axis the trends in smaller communities may be more difficult to discern.

Residential Units

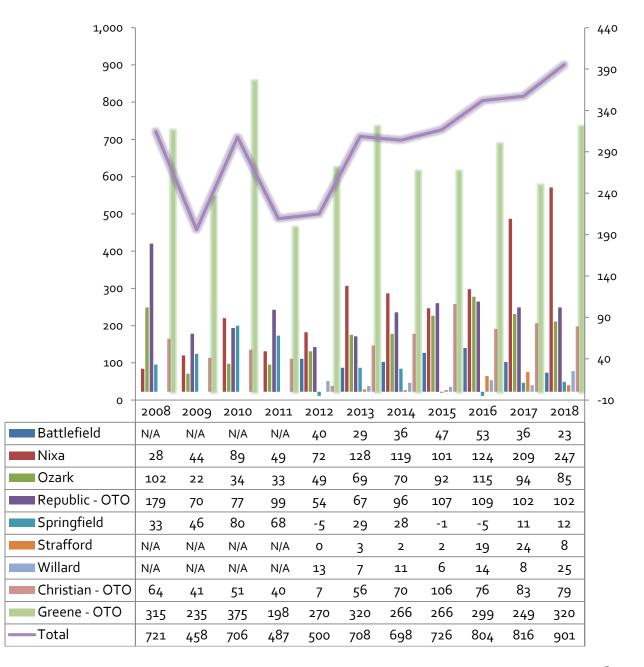
Single-Family

The information on this page depicts permitted construction of single family housing in the OTO area from 2008 – 2018.

In 2018, single-family housing permits reached the highest level since the mid-2000s. The increase is mostly attributable to development in Green County, Nixa, and Republic.

The permit total for new single-family structures in the OTO Area was offset by the demolition 183 houses. The majority of demolitions occurred in Springfield (111) and Greene County (55).

Single Family Units Permitted – OTO Area



Residential Units

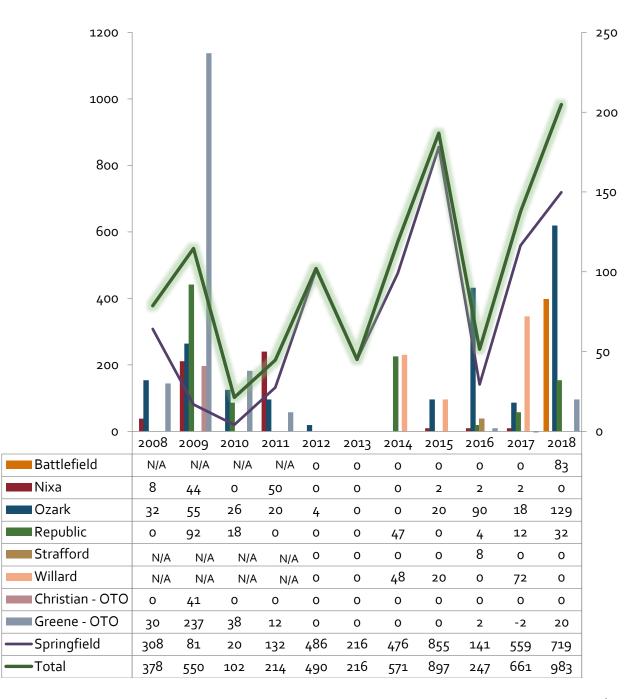
Multi-Family

From 2008 to 2018, the majority of multi-family housing construction permits were issued in Springfield.

In 2018, the number of multi-family units permitted in Springfield rose to the second highest total since 2008. This number was offset by the demolition of 120 multi-family units mostly around the Missouri State University Campus.

Ozark and Battlefield contributed significantly to the total number of multifamily structures permitted other than a duplex in the OTO area.

Multi-Family Units Permitted - OTO Area



OTO Area 2018 Total Residential Units Permitted

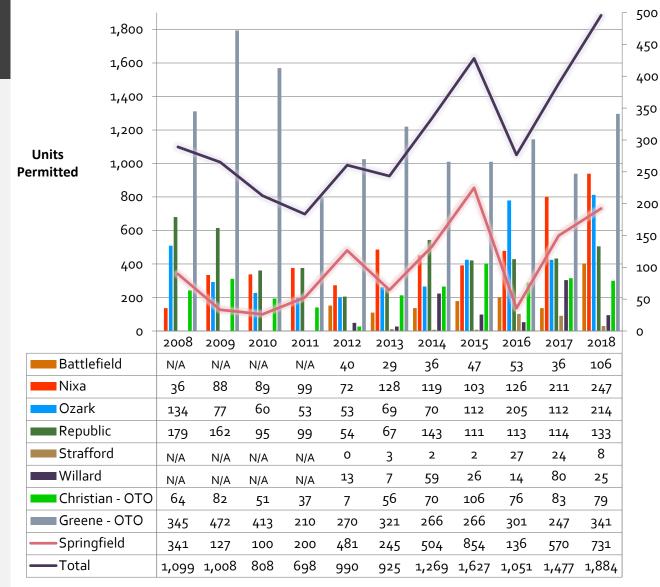
Residential Units

Totals

The information on this page depicts the net total number of housing units permitted for the entire OTO area and each jurisdiction within it for 2018 compared to the previous ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2008 after the collapse of the housing bubble leading to the "great recession."

The data indicates a trough in permitting in the years subsequent to 2008 bottoming out in 2011. Growth in residential structure permits has recovered somewhat in recent years driven mostly by multi-family development in Springfield. In 2018, the highest number residential structures were permitted in the OTO area since 2007 (see Appendix A.)

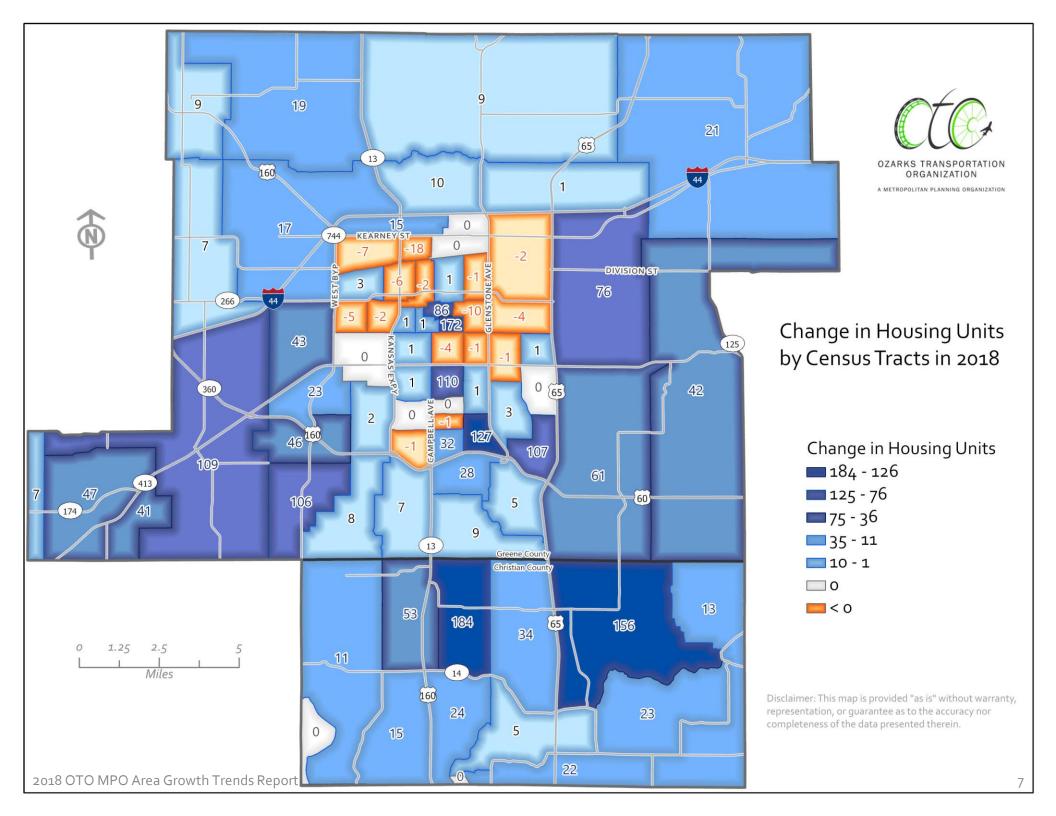


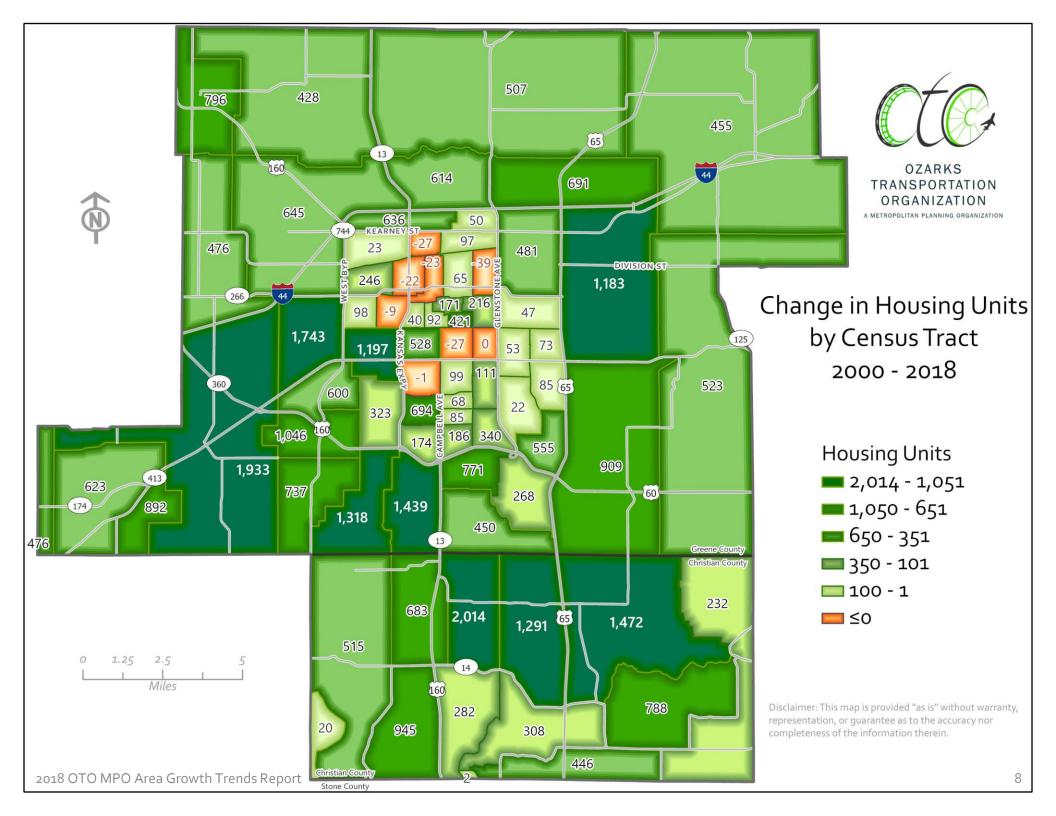
Growth Trends Maps

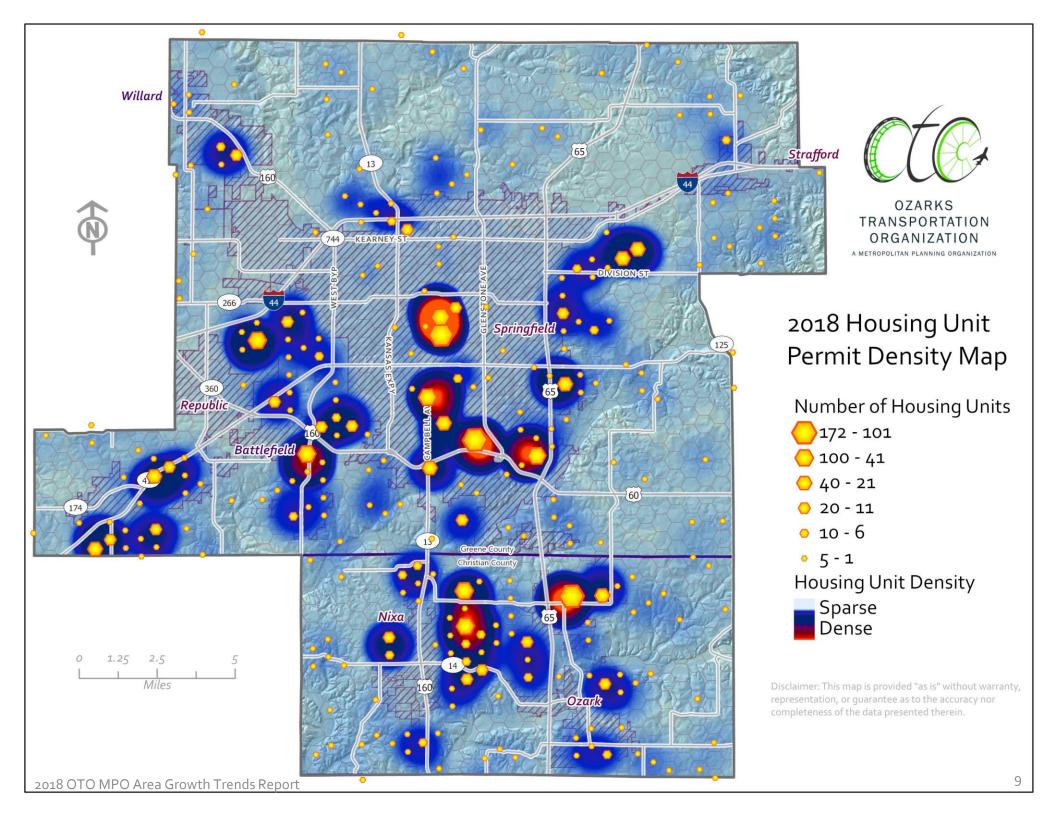
Changes in Housing Units

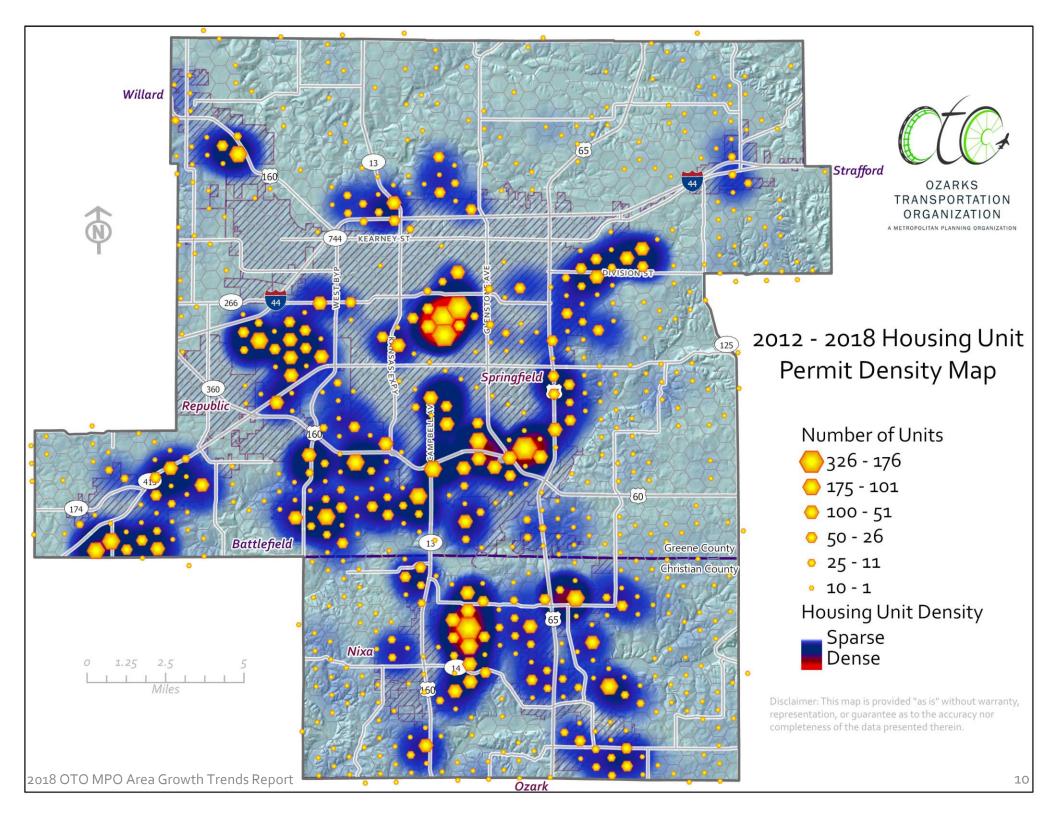
The maps on the following pages illustrate the net change in housing units by Census Tract for 2018 as well as the period from 2000 to 2018.

Additionally, a permit heat map has been created to demonstrate densities of new residential structure development. An overlay of geocoded permit address points aggregated into a grid of three square mile hexagons was added to provide more information about the location and magnitude of residential development in 2018 as well as 2012 - 2018.









Demographics & Employment

Population Change

This section contains population census data for the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of workers from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.

Springfield MSA

As of the 2010 Census, the Springfield MSA includes Greene, Christian, Webster, Polk, and Dallas Counties.

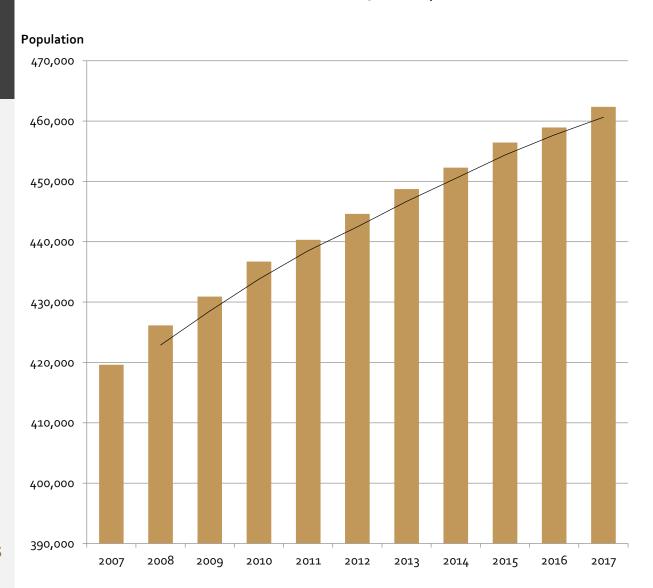
The chart on this page shows the steady increase of the combined MSA county populations.

From 2007 to 2017, the MSA population has increased from 419,607 to 462,369. This is an overall increase of %10.2, equaling a 0.93% rate of annual growth.

Using the rule of 70, at an annual growth percent of 0.93, it will take the Springfield MSA over 75 years to double in population to 924,738.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties)

Source: U.S. Census Bureau, 2017 Population Estimates



Springfield MSA

Continued

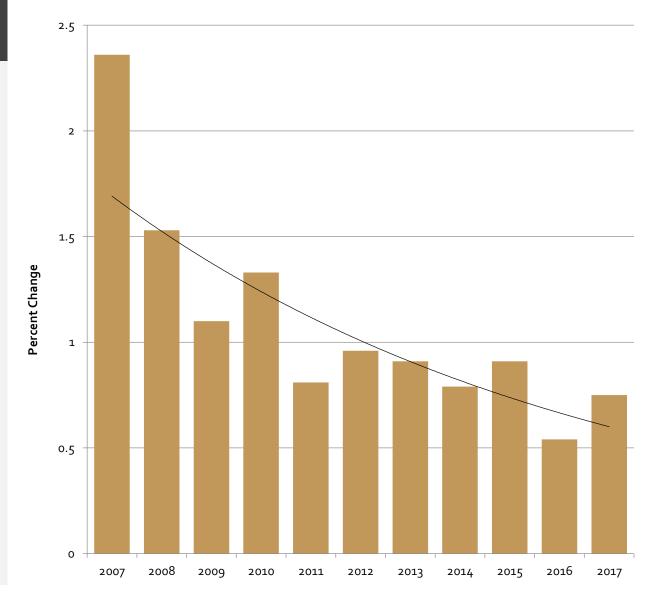
Information for the yearover-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 11-year period from 2007 to 2017 was from 2006 to 2007.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The change in percent has not been over 1% since 2010.

Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau, Annual Population Estimates

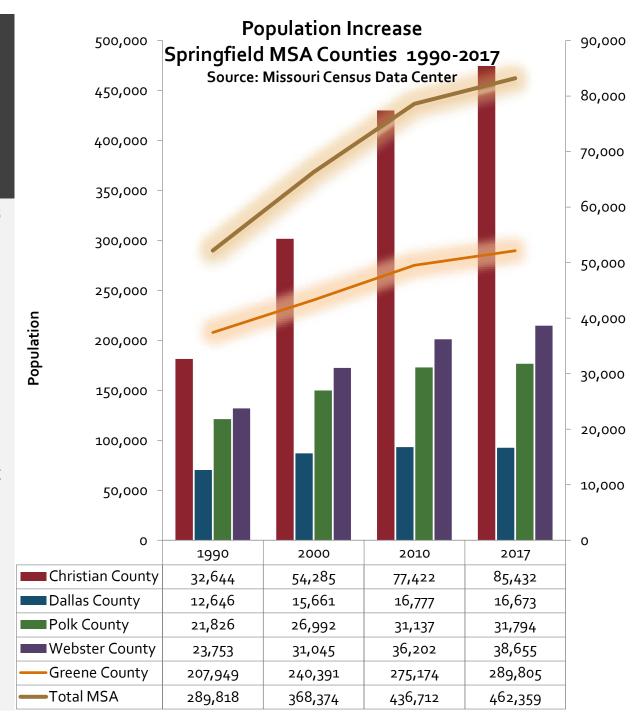


Individual Counties

The graph on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2010 and the current year estimate.

Christian county was the fastest growing county in the MSA in terms of percent change during the 27-year period adding 52,788 people. Greene county grew the most in terms of raw numbers adding 81,856 people.

Since 2010, the proportion of the total MSA population has decreased for Greene, Dallas, and Polk counties and increased for Christian and Webster counties.



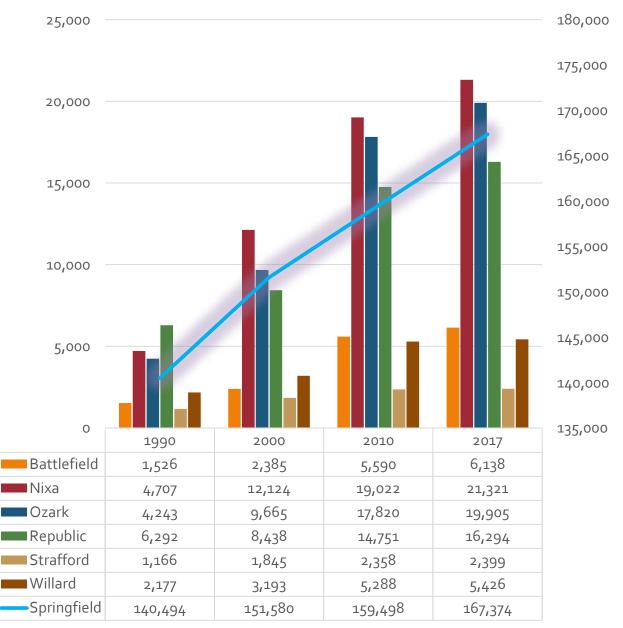
Cities in the OTO Area

The information on this page shows population growth for cities within the OTO area from 1990 to 2017.

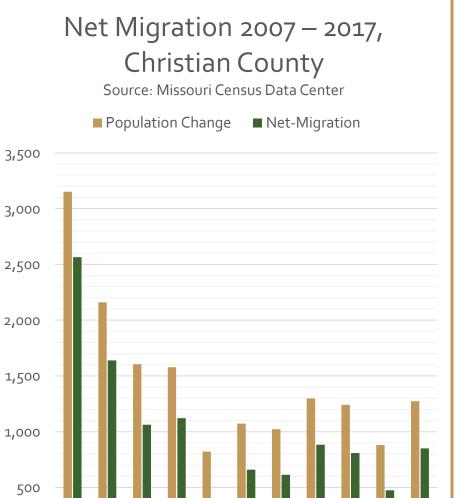
The City of Springfield has experienced steady growth since 2010 and remains the employment and activity hub for the OTO area.

Although more people were added to the region in surrounding cities than Springfield from 2000 to 2010, 27,179 and 7,918 respectively, the opposite is true from 2010 to 2017. During this time Springfield added 7,876 people compared to 6,654 in all other surrounding cities combined.

Population Growth for Cities in the OTO Area From 1990 to 2017



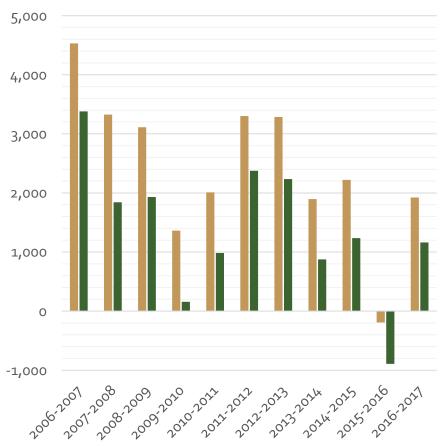
Net Migration



Net Migration 2007 – 2017, Greene County

Source: Missouri Census Data Center

■ Population Change ■ Net Migration



2008-2009

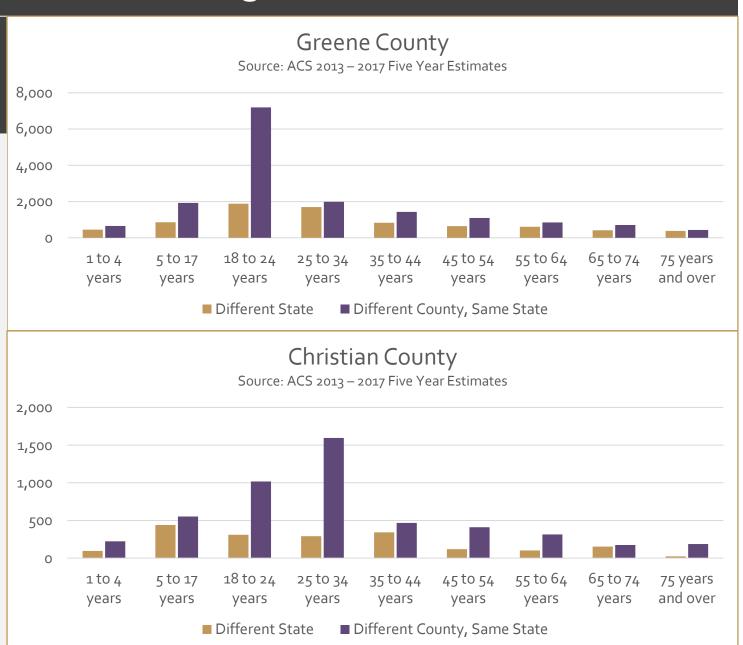
In-Migration

Age Characteristics

The age characteristics for individuals migrating into Greene and Christian counties in 2017 are presented on this page.

The overwhelming majority of individuals migrating into Greene county were 18 to 24 years old coming from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was an estimated to be 21.9.

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 28.9 and 27.4 for those from other counties in Missouri and from other states, respectively.



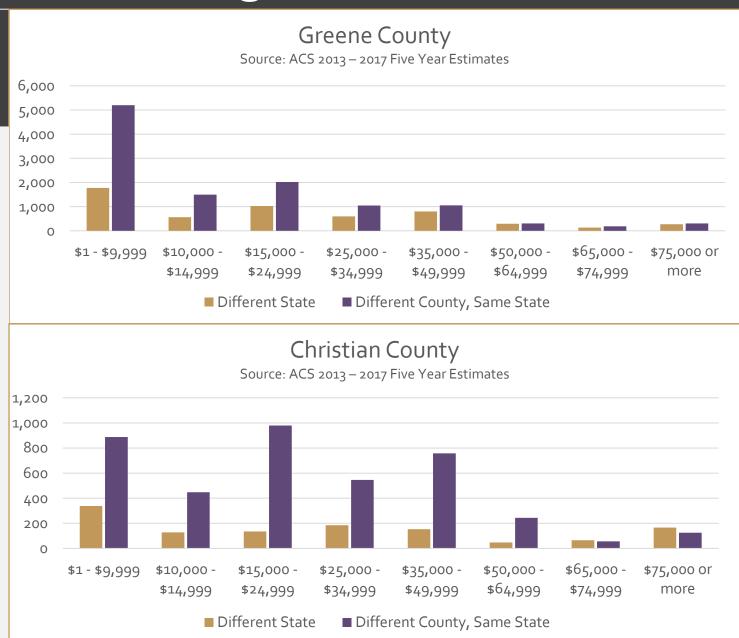
In-Migration

Economic Characteristics

The income characteristics for individuals migrating into Greene and Christian counties in 2017 are presented on this page.

The largest income group of individuals migrating into Greene county coming from other counties in Missouri made less than \$10,000 a year. This corresponds with the 18 – 24 year old group and indicates a large incoming student population. The median income for this group was \$11,646. Of the over 20,000 in migrants, nearly three of four lived in renter occupied housing.

The largest income group migrating into Christian county from different counties within Missouri were individuals making \$15,000 to \$24,999 a year. This corresponds with the 25 to 34 year old people as the largest age group for inmigrants into Christian County The median income for individuals from other counties in Missouri and from other states, was \$20,857 and \$28,056 respectively.

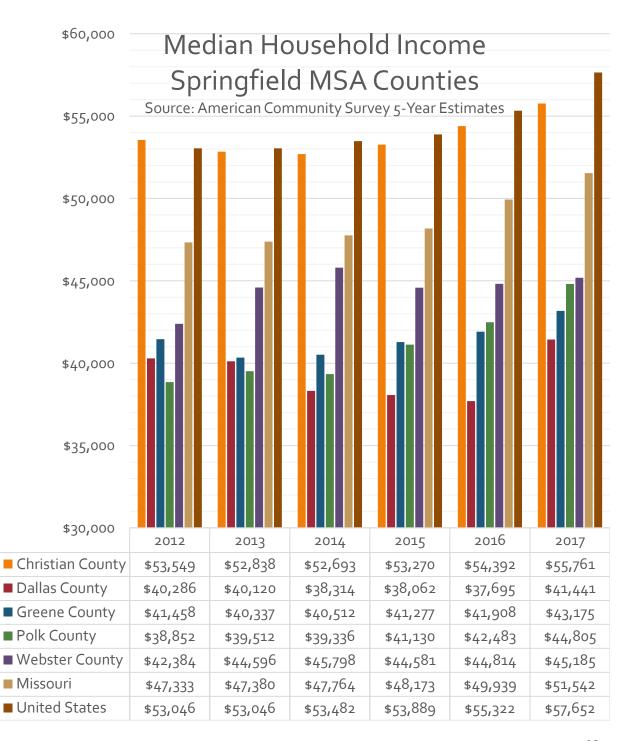


Median Household Income

Median household income for the five counties that comprise the Springfield MSA counties, Missouri, and the United States for each year from 2012 to 2017 is presented here.

The American Community Survey data is based on sampling methods and represents a 90% confidence that these figures are within a specified margin of error. The5-year estimates should only be compared at five-year intervals.

A comparison of statistical difference of 2012 and 2017 income levels indicates that median household income has risen in all geographies except Dallas and Christian counties. Based on the sample margins of error, the median income for households in these counties in 2017 is not statistically different than median household income in 2012 in these areas.

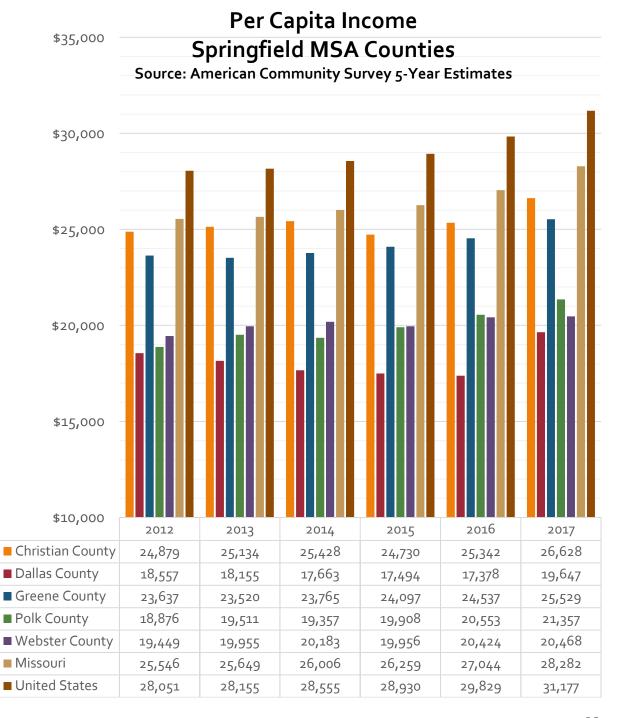


Per Capita Income

The chart to the right shows per capita income for the United States, Missouri, and the five counties that comprise the Springfield Metropolitan Statistical Area (MSA).

All five counties within the MSA are below both the national (\$31,177) and state (\$28,282) per capita income levels for 2018.

As with the ACS data for median household income, comparing 2012 and 2017 per capita income for statistical difference between samples indicates that apart from Missouri and the U.S.; Christian, Greene, and Polk counties have seen an increase in per capita income. The per capita income levels for Dallas and Webster counties are not statistically different.



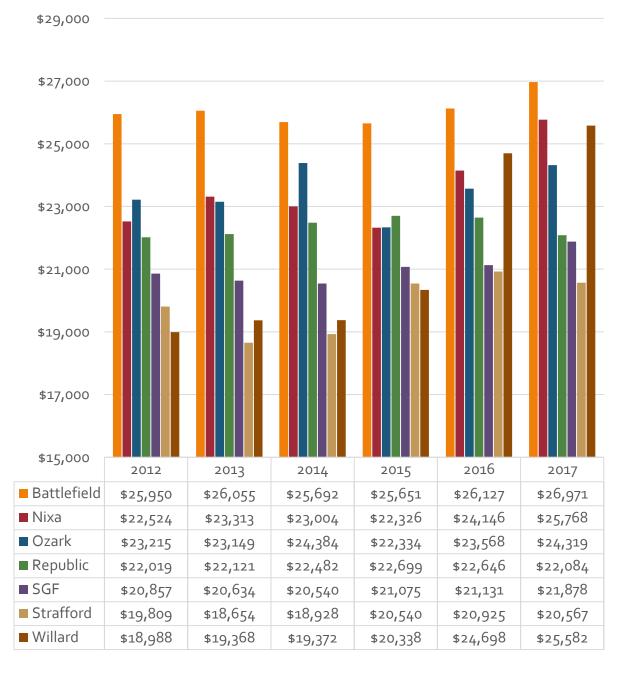
Per Capita Income

The chart to the right shows per capita income for the cities within the OTO planning area.

Although there are some noticeable differences in the per capita income for several cities in 2017 compared to 2012, per capita income estimates for Nixa, Springfield, and Willard are statistically different and have increased during this period.

Estimates for Battlefield, Ozark, Republic, and Strafford in 2017 are not statistically different from 2012 estimates of per capita income.

Per Capita Income OTO Area Cities



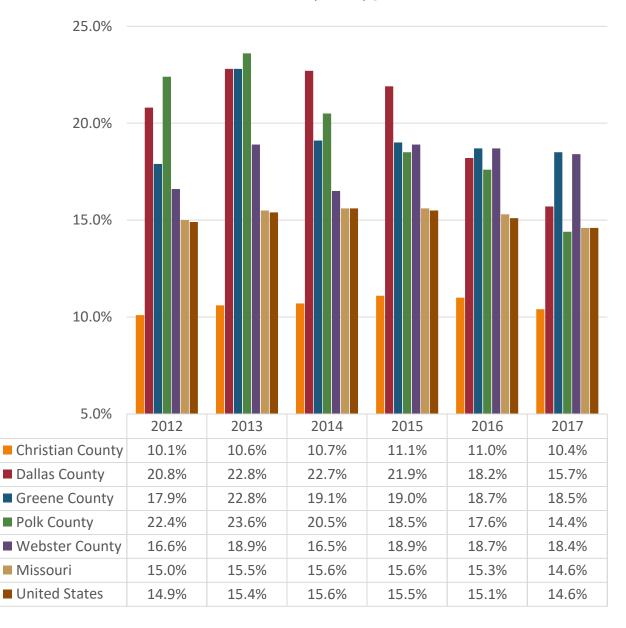
Persons Living Below Poverty

In 2017, Greene and Webster counties had the highest percentage of people living at or below the poverty level with 18.5% and 18.4% of the population. From 2012 to 2017 both Missouri and the United States saw a decrease in the percentage of persons living at or below the poverty level.

Although the estimate in some counties in the MSA has decreased between the 2012 and 2017 surveys, only the Polk County estimate is statistically different. There is a 90% confidence that the percentage of people living in poverty has decreased between 2012 and 2017 in Greene County.

Persons Living Below Poverty Level In Springfield MSA Counties

American Community Survey 5-Year Estimates



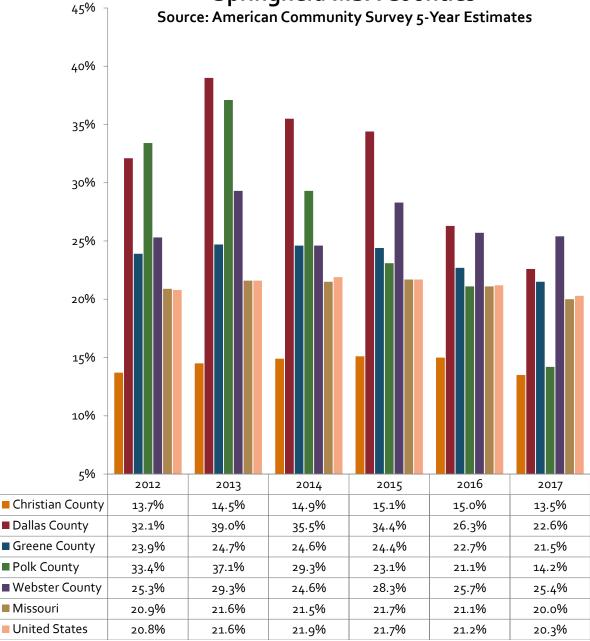
Children Living in Poverty

Estimates for the number of Children ages 17 and younger living at or below the poverty level for the five Springfield MSA counties are compared to Missouri and the United States in the chart.

The estimates for Missouri and the United States show a decrease in the percentage of children living at or below the poverty level from 2012 to 2017. The estimates for Missouri and the United States are statistically different for 2012 and 2017 and should be considered indicative of a trend for children living in poverty.

Although Dallas and Greene counties show a similar trend during this time, the Polk county estimate is statistically different from 2012 to 2017 and represents a significant decrease.

Children Living in Poverty Springfield MSA Counties



Workforce Education Levels

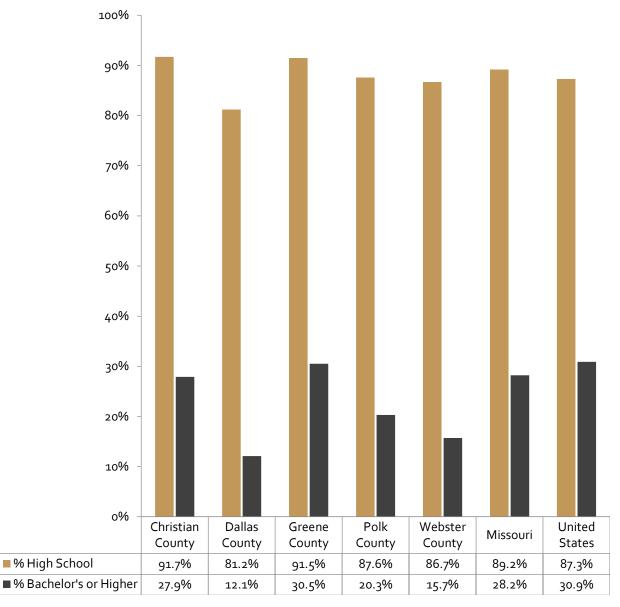
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have the highest percentages of residents 25 years of age or older with a high school diploma. Greene County has the highest percentage of residents 25 years of age or older with a four-year college degree at 30.5 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 81.2 percent in addition to the lowest percentage of college graduates at 13.2 percent.

2017 Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2017 ACS 5-Year Estimates



Commuting Patterns

The chart to the right shows the percentage of local workers who work in their county of residence compared to the percentage who work in a different county.

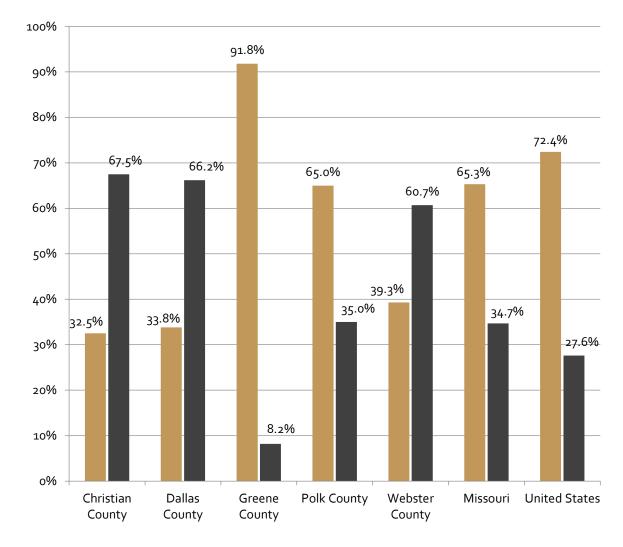
Almost 92 percent of the people who work in Greene County also live in Greene County, as would be expected of the county where the region's primary employment center, Springfield, is located. Conversely, nearly 68% of Christian County residents commute to another county for work, as do over 60.7% of workers in Webster County and 66.2% of workers in Dallas County.

Polk County is the only MSA county that is comparable to Missouri or The United States in county of residence vs. county of employment percentages.

County of Residence vs. County of Employment

Source: 2017 ACS 5-Year Estimates



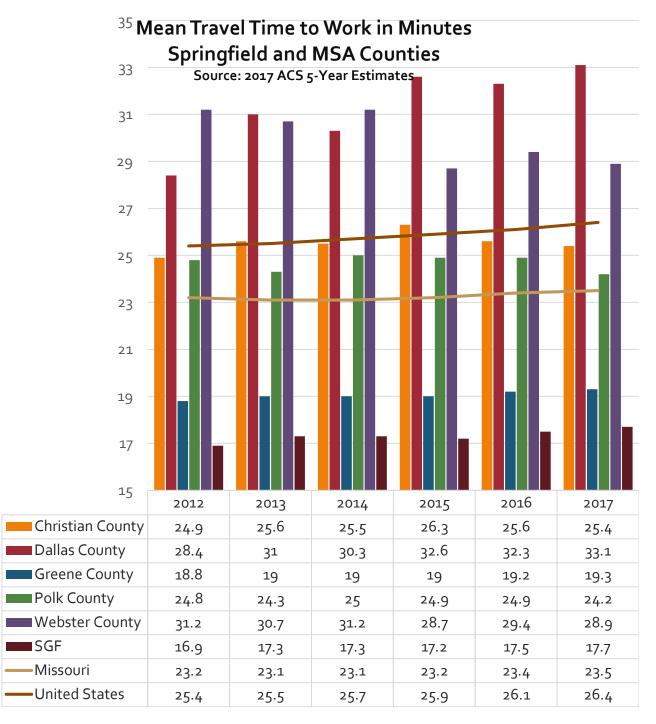


Mean Travel Time to Work

The chart to the right shows the average commute time for individuals living in Springfield and the five-counties in the Springfield MSA, the State of Missouri, and the United States.

Residents of Springfield and Greene County have the shortest commutes to work at 17.7 minutes and 19.3 minutes, respectively. Workers living in Dallas and Webster Counties have the longest commutes with estimates of 33.1 minutes and 28.9 minutes, respectively.

The travel time estimates between 2012 and 2017 are statistically different and have increased for Springfield, Dallas County, Missouri, and the US. Additionally, the decrease in Webster County is also statistically different.



Workforce By Industry Springfield MSA

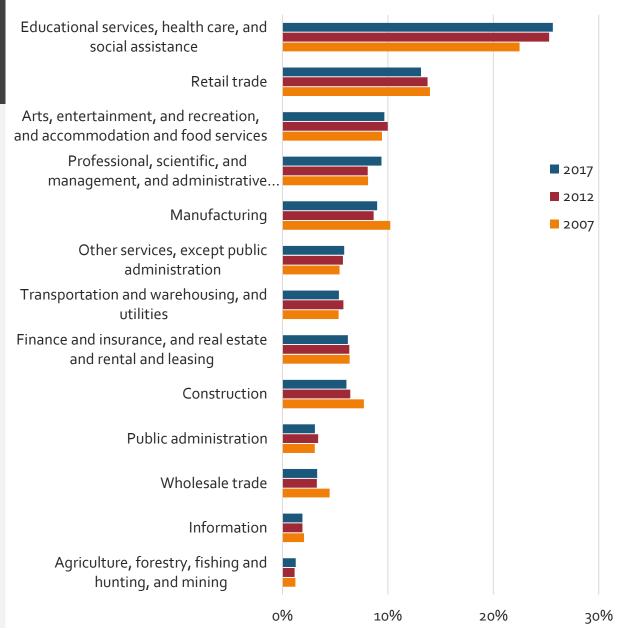
The chart to the right shows the various industries in which the residents of Christian, Dallas, Greene, Polk, and Webster counties are employed.

Educational service, health care, and social assistance continues to employ the largest percentage of the workforce.

The Springfield MSA is home to Missouri State University, has a number of regional hospitals, and not-for-profit public assistance agencies.

Springfield MSA Percentage of Workforce by Industry 2007, 2012, & 2017

Source: ACS 5-Year Estimates

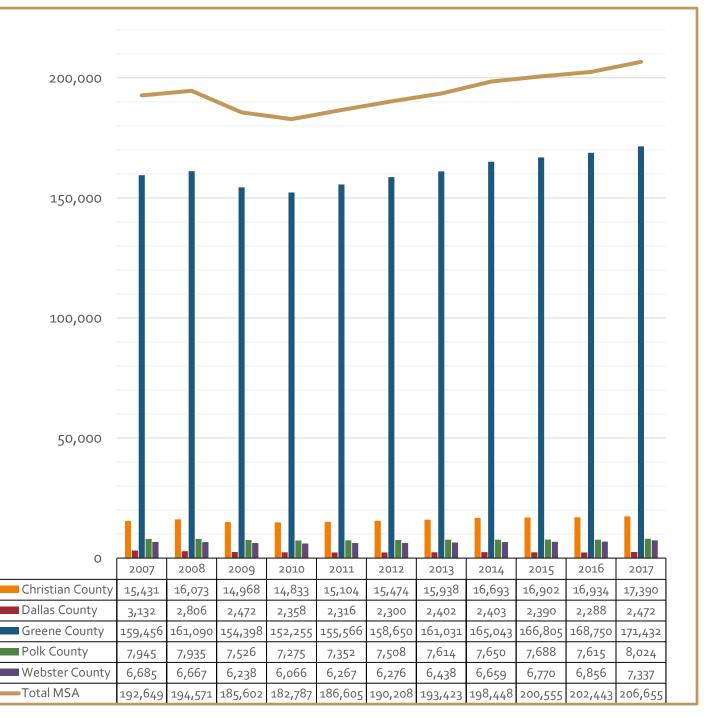


Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The jobs data is derived from the Bureau of Labor Statistics Quarterly Census of Employment and Wages. The data was collected at the county level and summarized for the Springfield MSA.

The data show job losses from 2007 to 2010. Beginning in 2011, jobs numbers start to rebound and climb every year through 2017. The overwhelming number of jobs in the MSA are located in Greene County. Although jobs numbers have risen in every county in the MSA besides Dallas, the proportion of MSA jobs within Greene County from 2007 to 2017 has remained relatively constant.



Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

U.S. Census Bureau, 2018. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 2/14/2018 https://lehd.ces.census.gov/data/#qwi.

Missouri Census Data Center, 2017. http://mcdc.missouri.edu/decennial-census/1980-1990.shtml

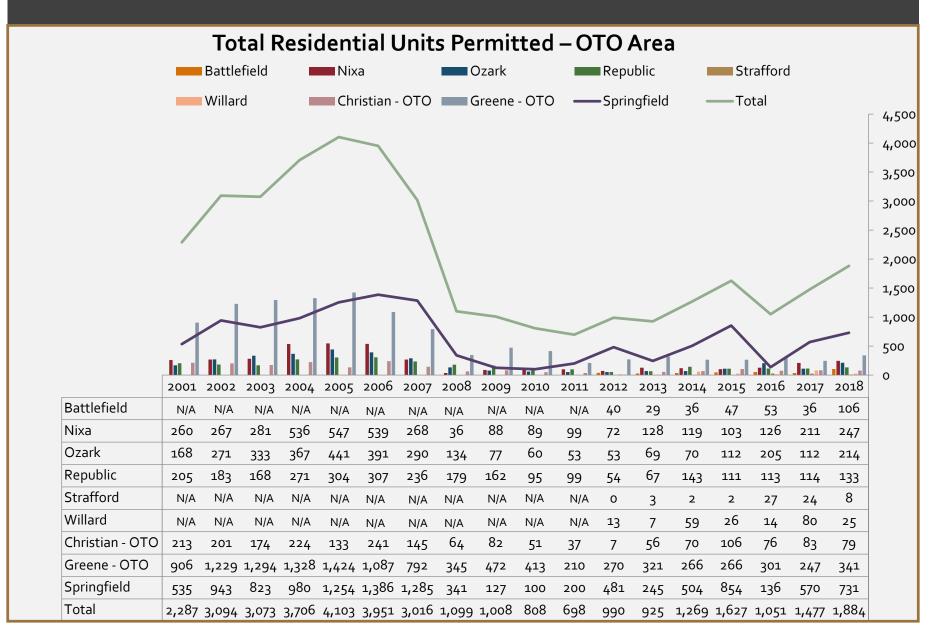
Missouri Census Data Center, 2017. http://mcdc.missouri.edu/decennial-census/2000.shtml

Missouri Census Data Center, 2017. http://mcdc.missouri.edu/decennial-census/2010.shtml

U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

U.S. Census Bureau, 2007 American Community Survey 3-Year Estimates

Appendix: OTO Area Permit Activity 2001 - 2018



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 3/20/2019; ITEM II.C.

Major Thoroughfare Plan Variance Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Ozark is requesting a variance for a development on the west side of 3rd Street just north of Walnut. This portion of 3rd Street is classified as a Primary Arterial, which requires 110 feet of ROW. The request is to limit the Right-of-Way required to 40 feet from centerline (as opposed to 55'). MoDOT is in agreement with this request.

Given the site constraints and the urban character along this stretch of 3rd Street, OTO staff is in support of the variance request.

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 the City of Ozark on 3rd Street."

OR

"Move to take the following action regarding the Major Thoroughfare Plan variance request the City of Ozark on 3rd Street..."



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: January 29, 2019

Contact Information

Name: Kyle Estes, Estes Capital & Investment, LLC

Title: Owner/Manager

Agency:

Street Address: 5006 N. 22nd St.

City/State/Zip: Ozark, Missouri 65721
Email: kyle@gstancer.com
Phone: (417) 619-4481

Fax: N/A

Roadway Data

Roadway Name: South 3rd St./State Hwy 14/Business 65

Termini of Roadway

From: Approximately 145' to the North of the Intersection of 3rd St. and Walnut St.

To: The Intersection of 3rd St. and Walnut St.

Length (miles):

Number of Lanes: 3

Lane Width: Approximately 35'

Variance Requested and Justification

Current Classification:

Primary Arterial

Requested Variance:

Commercial driveway relocation/combination and possible variance in required right-of-way (ROW):

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 applicant is requesting that the existing southern driveway be eliminated and a shared access easement/commercial driveway be constructed between the two lot lines located within Exhibit "A".

Additionally, the Major Thoroughfare Plan identifies this roadway as a primary arterial which would require 110' of ROW. The applicant has previously dedicated an additional 10' of ROW, which was requested by the City in order to provide 40' of ROW from the 3rd St. center line. The applicant is requesting a reduction in the required ROW width in order to ensure that the lot is developable

Please describe the history causing need for the variance:

The property is located within the Central Business District of Downtown Ozark. The area has multiple commercial driveways and the project proposed would combine driveways by establishing a shared access easement.

What impacts would this variance have on future ability to comply with the OTO MTP? The applicant and City of Ozark staff met with MODOT to discuss future roadway plans. The applicant understands that both the ROW requirement and driveway variance are at the discretion of the OTO.

Additional information you would like to include.

Please see Exhibit "B"

Variance Process (minimum timeframe is 3 months)

- 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

DRAWING KEY

 PROPERTY LINE		GAS LINE
 EASEMENT		WATER LINE
 SETBACK		SEWER LINE
 FLATWORK	-1-1-1-1-1-1-1	ELECTRIC
		TELEPHONE

CAUTION:

INFORMATION ON THIS DRAWING CONCERNING TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES AS MAY BE

NECESSARY TO AVOID DAMAGE



GENERAL SITE NOTES

- FIELD VERIFY EXISTING CONDITIONS BY DETAILED SITE INSPECTION PRIOR TO BEGINNING NEW CONSTRUCTION.
- REFER TO MECHANICAL/ELECTRICAL PLANS FOR ADDITIONAL SITE WORK.
- DIMENSIONS ARE TO FACE OF CURB, FACE OF BUILDING, OR EDGE OF ASPHALT UNLESS OTHERWISE
- THE GENERAL CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION AND PROTECT
- SAME FROM DAMAGE DURING CONSTRUCTION. THE CONTRACTOR SHALL PAY ALL CONNECT AND TAP FEES TO THE LOCAL UTILITY PROVIDER AS PART OF
- THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL FEES REQUIRED TO FINISH THE PROJECT AS PART
- OF THE BASE BID. THE CONTRACTOR SHALL FURNISH ANY FILL DIRT OR DISPOSE OF EXCESS CUT AT NO ADDITIONAL COST TO
- RE-GRADE, SEED, AND STRAW ALL EXISTING AND NEW LAWN AREAS DISTURBED BY NEW CONSTRUCTION. THE CONTRACTOR SHALL GRADE THE SITE SO THAT ALL WATER WILL DRAIN AWAY FROM THE BUILDING AND SHALL NOT POND ON SITE.
- O. ASPHALT PAVING WHERE NOTED ON PLANS TO BE 2" ASPHALTIC CONCRETE OVER 6" ROLLED STONE BASE IN DRIVE AND PARKING AREAS.
- PAVEMENT SHALL BE SLOPED SO THAT WATER WILL NOT POND UNLESS THE PAVEMENT IS USED FOR STORM
- . MINIMUM SLOPE SHALL BE 1% ON ASPHALT OR SOIL. 13. HANDICAPPED PARKING SPACES SHALL HAVE NO MORE THAN 2% CROSS SLOPE.
- 14. SEE SHEET C1.2 FOR SITE, PAVEMENT, AND SIDEWALK
- 15. ALL NEW CURBS AND SIDEWALKS TO SLOPE AWAY FROM THE BUILDING AT 1/4" PER 1'-0".
- 16. CONCRETE SIDEWALKS SHALL BE CONSTRUCTED WITH A 4" CONCRETE SLAB. THE CONCRETE SLABS SHALL HAVE 6x6-W1.4xW1.4 WWM AND BE INSTALLED OVER 4" BASE ROCK OVER COMPACTED EARTH. PROVIDE 1/2" PRE-MOLDED EXPANSION JOINTS AT 25' O.C. MAXIMUM. PROVIDE CONTROL JOINTS AT 5' O.C. (SEE PLANS FOR NONSTANDARD LAYOUT.)
- 17. ALL FLATWORK AT DOORS SHALL BE LEVEL WITH INTERIOR SLAB AND SLOPE 1% AWAY FROM THE DOOR FOR THE FIRST 5'-0".
- 18. SIDEWALKS SHALL SLOPE NO MORE THAN 5% WITH A CROSS SLOPE OF 1%. RAMPS SHALL SLOPE NO MORE

PLANTING NOTES

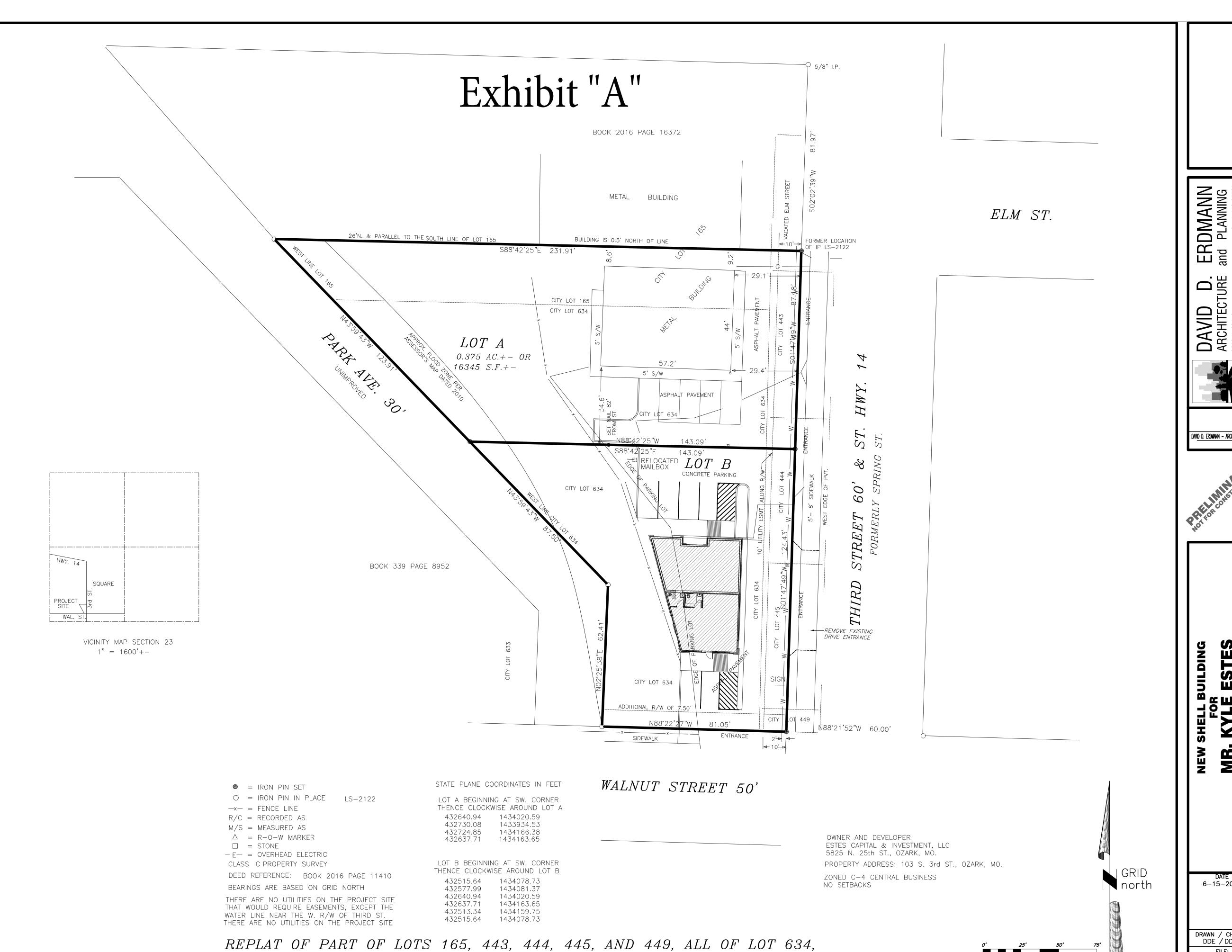
- SEED ANY AREAS ADJACENT TO THE PROPERTY LINES THAT ARE DISTURBED DURING CONSTRUCTION WITH THE FOLLOWING MIX: 1/3 KENTUCKY-31 FESCUE; 1/3 BLUEGRASS; 1/3 ANNUAL RYE. DISPERSE SEEDS @ 6 LBS. PER 1000 SQ. FT. MILCH WITH CLEAN STRAW OR HYDROMULCH.
- SOD ALL SLOPES GREATER THAN 1:3. STAKE THE SOD ON SLOPES GREATER THAN 1:2, IN DRAINAGE WAYS, AND BERMS. SOD TO BE OF A LOCALLY HEARTY VARIETY AS APPROVED BY THE ARCHITECT.
- ALL LAWN AREAS SHALL RECEIVE A MINIMUM DEPTH OF 4" OF LOAM TOP SOIL. FRIABLE TOPSOIL SHALL BE EITHER FROM ON SITE STOCK PILES OR IMPORTED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL TREES OVER 6' TALL SHALL BE STAKED. ALL TREES OVER 15' TALL SHALL BE DOUBLE STAKED. FERTILIZE ALL LAWN AREAS WITH 12:12:12 BASIC FERTILIZER AT THE RATE OF 10 LBS. PER 1000 SQ.
- THE CONTRACTOR SHALL FENCE OFF THE EXISTING TREES TO REMAIN IN THE AREA OF CONSTRUCTION. HEAVY VEHICLES SHALL NOT BE PERMITTED IN FENCED
- ALL PLANT MATERIALS SHALL BE NURSERY GROWN AND GUARANTEED FOR ONE YEAR FROM DATE OF

LANDSCAPE MATERIALS

-KSW.									
多节目	LANDSCAPE MATERIALS								
		No	Common Name	Botanical Name	Size	Comments			
		Α	Red Oak	Quercus Rubura	1 " ø / 10'	B&B tree form, stake			
B	S	В	Redbud	Cercis Candensis	3/4 " ø / 8'	B&B tree form, stake			
, p. 27	TREES	С	American Holly	llex opaca	3/4 " ø / 7'	B&B tree form, stake			
C	F								
0 4450									
F⊙	BS	F	Compact Burning Bush	Euonymus alatus 'compacta'	3 gal 18"ht	Full & bushy			
Ġ 	SHRUBS	G	Compact Mugo Pine		3 gal	Full & bushy			
H O	လ	Н	P.J.M. Rhododendron	Rhododendron 'P.J.M."	3 gal 18"ht	Full & bushy			

LANDSCAPE MATERIALS NOTED ARE PART OF THE CONTRACT LISTED LANDSCAPING MAY BE REGROUPED AND ADDITIONAL LANDSCAPING ADDED BY THE OWNER.

A. PLANT MATERIALS NOT SPECIFICALLY LISTED ABOVE MUST BE APPROVED BY THE ARCHITECT PRIOR TO INSTALLATION.



& PART OF VACATED ELM STREET, IN PAUL'S SURVEY OF OZARK, MISSOURI

of Section 23, Township 27N, Range 21W of the 5th P.M., in the City of Ozark,

Located in part of the South Half of the Southwest Quarter (S1/2 SW1/4)

Christian County, Missouri.

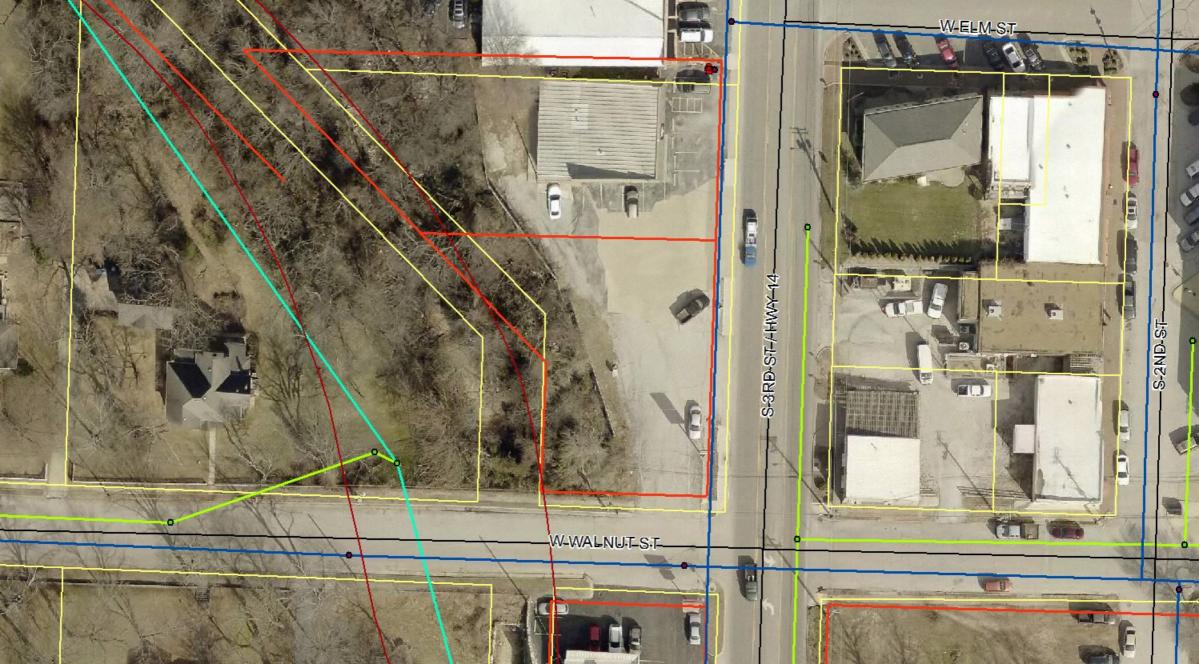
DAVID D. ERDMANN – ARCHITECT A–6890 5-24-2018

DATE 6-15-2018

DRAWN / CHECKED DDE / DDE 1808-C1.1 COMM. NO. PLOT SCALE:

SHEET NUMBER

1"=20'



From: Chad Zickefoose Natasha Longpine To: Subject: RE: Ozark 3rd Street

Date: Wednesday, March 6, 2019 7:30:21 AM

40 ft from centerline will be acceptable. The additional 10' of r/w will need to be deeded to MoDOT (not just platted or dedicated to the city).

Thanks,

Chad E. Zickefoose, P.E. LPA Program Manager

MoDOT - Southwest District - Springfield

phone: (417) 895-7638 MoDOT LPA Website

From: nlongpine@ozarkstransportation.org Sent: Tuesday, March 05, 2019 4:41 PM

To: Chad Zickefoose Subject: Ozark 3rd Street

Hi Chad,

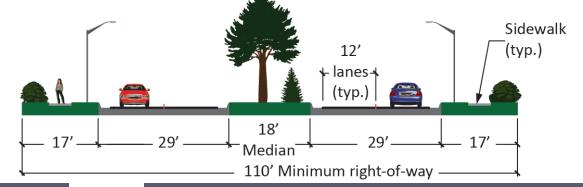
Were you able to confirm the ROW needs for that 3rd street project in Ozark?

Thanks,

Natasha L. Longpine, AICP Principal Planner Ozarks Transportation Organization 2208 W. Chesterfield Blvd., Suite 101 Springfield, MO 65807 Phone (417) 865-3042 Fax (417) 862-6013 nlongpine@ozarkstransportation.org www.OzarksTransportation.org

www.OzarksCommute.com

Primary Arterial



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

Description

Design Service Volume 10,000 - 30,000

Design Speed 35 - 45 mph

Traffic Flow/Access Priority 70/30

Facility Spacing 1 - 2 miles

Trip Length Between and through major activity

centers (2 - 8 miles)

Basics

Minimum Right-of-Way 110' plus intersection triangles

Number of Lanes 4 - 6

Turning Lanes At intersections only

Lane Width 12' per lane

Minimum Area Behind Curb 17' used for sidewalks, utilities, and

landscaping (where appropriate)

Drainage/Shoulders Curb and gutter; shoulders permitted in

rural areas (6' - 10')

Access

Median 18'

Median Breaks Allowed at signalized

intersections only

Directional Median Break Spacing 660'

Full Access Intersection Spacing 1/4 mile

Intersection Left and right turn lanes desired

Residential Driveway Spacing No residential drives permitted

Commercial Driveway Spacing 330' center-to-center

(right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking Not permitted

Pedestrian Provisions 4' - 5' (minimum) sidewalks on

both sides

Bicycle ProvisionsBicycle facilities provided

according to adopted bicycle

plan

Transit Provisions Scheduled stops every 1/4

mile (where transit service is

provided)

PAGE 10 PAGE 11

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 3/20/2019; ITEM II.D.

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 member review and information. Staff has been highlighting sections of the criteria over the last few months. Highlighted below are the final three criteria used in scoring projects.

Safety

Accident Rates

Projects receive between zero and 15 points based on the 3-year average accident rate for segments and intersections as calculated by MoDOT for actual accident rate, fatality rate and injury rate. The specific rate for the intersection or segment was then compared to average by roadway type for the three rates (accident, fatality and injury.) Each roadway or intersection was given three scores based on quantile. These three scores were combined for a total score. And points were assigned based on the following ranges.

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

Improvement or Removal of at Grade Crossing

A project received five points if improves or removes as at-grade railroad crossing.

Multi-Modal

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.

Economic Development

Five points are awarded to projects that are along a U.S. Highway or routes that connect one U.S. route to another U.S. route or interstate.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

The Technical Planning 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:

<u>Crashes*100,000,000</u> 3 [yrs]* 365[days]* [AADT] * [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:

<u>Crashes*1,000,000</u> 3 [yrs]* 365[days]* [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% = 4The 50th -75th % = 3The 25th -50th % = 2The bottom 25% = 1

The reclassed 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:

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

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

TAB 7

INFRASTRUCTURE

Dems shape talks with long list of climate demands

Maxine Joselow, E&E News reporter • Climatewire: Monday, March 11, 2019



A road in Houston was flooded during record rainfall in 2016. NOAA

As infrastructure talks progress on Capitol Hill, Democrats are calling for any legislative package to address climate change

That would have been unthinkable last year, when Republicans controlled both chambers of Congress.

Indeed, when President Trump initially proposed his \$1 trillion infrastructure plan last year, it sparked little discussion about global warming. And the plan ultimately failed to materialize due to disagreement over funding options.

But momentum is again building for an infrastructure package to materialize by late spring. And now that they have a majority in the House, Democrats are increasingly vocalizing the need for it to address the climate crisis (<u>E&E Daily</u>, March 7).

"The benefits of highway infrastructure investment will be impeded — if not downright nullified — if we don't address the threats of climate change and extreme weather events that are increasingly disrupting our nation's transportation system," Sen. Tom Carper (D-Del.), the ranking member on the Environment and Public Works Committee, said last week at a hearing on highway infrastructure investment.

There are a couple of big hurdles: figuring out exactly what incorporating climate change into an infrastructure bill would look like and shaping the package in such a way as to garner support among a Republican Party that's suspicious of progressive climate policies like the Green New Deal.

Democrats and their allies in the environmental community have proposed a wide variety of climate components that could be tucked into a broad bill, from resilience to electric vehicles to energy efficiency.

Rep. Peter DeFazio (D-Ore.), chairman of the House Transportation & Infrastructure Committee, is quick to rattle off a laundry list of suggestions.

"There's issues of looking toward decarbonizing transportation, the largest contributor ... to carbon pollution," DeFazio told reporters last week. "I believe the solution is going to be electrification. So I'd like, in the longer-term bill, to look at how we are going to set up an electric backbone to support the future transportation needs of the country."

The Oregon Democrat then pivoted from electric vehicles to resilience. "We have to build infrastructure that's resilient," he said, adding, "We have to, you know, look at how we are going to protect the existing infrastructure from sea-level rise."

Rep. Jared Huffman (D-Calif.), a member of the T&I Committee, also ticked off a long list of proposals in an interview.

"I think both aspects of climate change need to be reflected," Huffman said. "The decarbonization imperative can be advanced by investing in clean energy, grid modernization, public transportation and other things that can help

us reduce greenhouse gas emissions."

He continued, "But then the adaptation side, obviously, is going to require ... some reimagining of infrastructure. When you think about coastal resiliency, for example, the idea that we're just going to continue building sea walls and things like that is primitive and not very effective and really expensive."

There are a plethora of ideas off the Hill, too.

The National Wildlife Federation recently released a two-page <u>fact sheet</u> highlighting its own priorities for an infrastructure package. The document calls for creating a revolving loan fund to support communities affected by extreme weather events, establishing a technology-neutral tax credit to encourage low-carbon electricity generation, and extending tax credits for fuel-cell and electric vehicles.

Shannon Heyck-Williams, NWF's director of climate and energy policy, said the group's strategy involves pushing a wide array of proposals, some of which hold different appeal for different lawmakers.

"We can't wait for the stars to align for the perfect solution," Heyck-Williams said. "We have to take every opportunity we can now to make progress."

On the other hand, the American Society of Civil Engineers — which recently issued a report card giving the nation's infrastructure a grade of D+ — is focusing on the overarching goal of resilience.

"We think the money that is going to be allocated needs to be spent in a more sustainable and resilient fashion," said Brian Pallasch, ASCE's managing director of government relations. "The notion that we build infrastructure to be able to adapt to the changing climate is terribly important."

Litmus test

The push to include climate change in an infrastructure package largely began in December with an <u>opinion piece</u> penned by Senate Minority Leader Chuck Schumer (D-N.Y.) in *The Washington Post*.

The piece marked one of Schumer's most aggressive stances on climate change since assuming his leadership role, and it provided an early litmus test for any infrastructure bill in this Congress (<u>E&E Daily</u>, Dec. 7, 2018).

Stephanie Gidigbi, infrastructure lead with the Natural Resources Defense Council, said she's been encouraged to hear other Democrats pick up Schumer's rallying cry.

"I think Sen. Schumer has been clear that there's no deal on infrastructure without addressing climate change, which is great," Gidigbi said. "And I think this new Congress brings in new energy and new possibilities on really addressing climate change through infrastructure."

NRDC supports investments in renewable energy deployment, electric vehicle infrastructure, energy efficiency, building efficiency, transit and biking.

'Fairy tale'

Still, Republicans have rarely — if at all — brought up climate change during the spate of infrastructure hearings in the 116th Congress. They've tended to focus instead on streamlining the permitting process for large projects.

GOP lawmakers have also been busy attacking the Green New Deal, the much-hyped climate resolution from Sen. Ed Markey (D-Mass.) and Rep. Alexandria Ocasio-Cortez (D-N.Y.) that calls for a massive government-led jobs program to address global warming.

That's led to some tension at times.

At a T&I hearing last month, Vice Chairman Salud Carbajal (D-Calif.) stressed in his opening statement that the purpose of the hearing was not to debate the Green New Deal but rather to examine how federal infrastructure policy could help mitigate and adapt to climate change.

"I suspect many on both sides of the aisle will want to spar over the Green New Deal," Carbajal said. "But it is not what we are here to do today. If you want to debate underlying arguments or ideas of the Green New Deal, this is not the venue."

Ranking member Sam Graves (R-Mo.) paid no heed to these instructions.

"We don't have to live in a fairy tale, and that's where ideas like the Green New Deal come from," Graves said. "There's no other way to describe this idea to completely make over our transportation network."

Still, Democrats say GOP distaste for the Green New Deal and other climate provisions shouldn't hamper meaningful progress on the issue.

Asked whether Republicans might object to climate change language in infrastructure legislation, Huffman was adamant. "We can call it whatever they want, but we have to do all of these things," he said. "We just do. So I am less concerned about their comfort level and more concerned about the imperative of getting these things done."

Some observers think Republicans in areas hit by extreme weather may support climate components if they're framed in terms of resilience.

"In our conversations, I think there's a growing understanding that building infrastructure in a more resilient fashion is a good use of taxpayer dollars and the right way to ensure better infrastructure for the future," said Pallasch of the American Society of Civil Engineers. "I have found that not to be a partisan discussion."

Indeed, at the T&I hearing last month, Rep. Daniel Webster (R-Fla.) noted that his state had recently seen wild swings in temperature, which could threaten the structural integrity of roads and bridges.

"In some places, there's going to be a need for some sort of resiliency," Webster said.

INFRASTRUCTURE: Dems shape talks with long list of climate demands -- Monday, March 11, 2019 -- www.eenews.net

There have also been recent signs that Republicans are willing to engage on climate change. For instance, GOP members of the House Energy and Commerce Committee are shifting from climate denial toward developing their own message on the issue (<u>E&E Daily</u>, March 7).

"There's a recognition in the Republican Party that stepping forward on solutions to climate change is frankly overdue," said the National Wildlife Federation's Heyck-Williams. "It hasn't really been an area of priority for the party in some time. And I think it is getting there again."

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"We maintain this (Missouri highway) system with one of the lowest levels of funding in the country."

- Mike Parson on Wednesday, January 16th, 2019 in his state of the state speech



Parson correct that Missouri maintains lowest levels of highway funding in the country

By Sidney Steele on Thursday, March 7th, 2019 at 2:18 p.m.

In his State of the State speech, Gov. Mike Parson discussed his goals for improving workforce development and infrastructure in Missouri. He pointed to plans to expand broadband, improve river transportation and the need to care for Missouri highways.

"Missouri has one of the largest highway systems in the country, and since we sit at the nexus of east and west, this system receives a great deal of strain," Parson said. "Nonetheless, we maintain this system with one of the lowest levels of funding in the country."

Where does Missouri rank in highway funding? Does the state have lower highway funding than Rhode Island or Vermont? We decided to find out.

The Numbers

According to Parsons' press office, this claim was taken from the Missouri Department of Transportation's Citizen's Guide on Transportation Funding. The guide says, "Missouri ranks 48th nationally in revenue per mile, primarily because the state's large system — the nation's seventh largest with 33,859 miles of highways — is funded with one of the lowest fuel taxes in the country: 17 cents per gallon."

The key term here is "revenue per mile." When you divide the average funding by the miles of roads maintained, Missouri ranks at the bottom. According to the Citizen's Guide on Transportation, "Missouri's revenue per mile is \$50,882, while the national average is \$238,076."

When asked, a spokeswoman for the Missouri Department of Transportation pointed to the same data.

"Missouri ranks seventh in miles of highways maintained," spokeswoman Sally Oxenhandler said in an email.

When the Missouri legislature raised the state fuel tax in 1952, MoDOT took on an additional 12,000 miles of road maintenance. The goal was to have 95 percent of Missouri residents within 2 miles of a hard-surfaced road,

Oxenhandler said.

The low funding level "leads to significant unfunded transportation needs across Missouri," Oxenhandler added.

We cross-checked this data with the U.S. Department of Transportation and found it was accurate.

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By Mazda

When evaluating total funding, however, Missouri does not rank as low. Using aggregated data from the Federal Highway Administration, Missouri ranks 26th in highway funding revenue. Texas, California and New York rank at the top, and Vermont, Rhode Island and Wyoming rank at the bottom.

Robert S. Kirk, a specialist in transportation policy with the Congressional Research Service, said in an email, "If the issue is how much financial effort the state is putting into the roads, revenue per mile of state road is OK, as would be vehicle miles traveled per revenue spent."

The important thing is that the amount of state maintained road is compared to the amount of money spent maintaining roads.

Our ruling

Parson said, Missouri has one of the lowest levels of highway funding in the country.

Missouri ranks 48th in highway revenue per mile. Though Missouri ranks 26th in total highway funding revenue, this measure does not take into consideration the amount of road a state must maintain. Revenue per mile is the best measure to evaluate highway funding, taking into account the amount of roads in a state in addition to the number of dollars spent. With this evaluation, Missouri does have one of the lowest levels of highway funding.

We rank this statement True.



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Planning agency launches survey to predict future of transportation around Kansas City

Posted: 7:55 AM, Mar 11, 2019 **Updated:** 7:55 AM, Mar 11, 2019





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This month the Mid-American Regional Council (MARC) launched the "How We Move KC" survey. It will send survey invitations to roughly 70,000 random people in the metro area. Organizers want survey participants to log all their travel in a 24-hour period. All the results should be back in May.

"How people move has changed and it's important for us to know and have a good understanding what those patterns are so we can develop the appropriate solutions to challenges people may face," said Martin Rivarola, an assistant director of transportation and land use for the Mid-America Regional Council.

Money from federal sources, and both the Missouri and Kansas departments of transportation will pay for the survey. Rivarola estimated the process will cost \$800,000. The money is ear-marked for research, so the council is not taking money away from road projects.

The last time MARC conducted a survey on this scale was 2004. Planners aim to do this survey once every ten years. Since 2004, the streetcar has begun service, ride-sharing services like Uber and Lyft have arrived, and dockless electric scooters are now available.

"We're getting older, we're getting more diverse, younger people tend to not want to drive as much as their counterparts did 15 years ago," Rivarola said.

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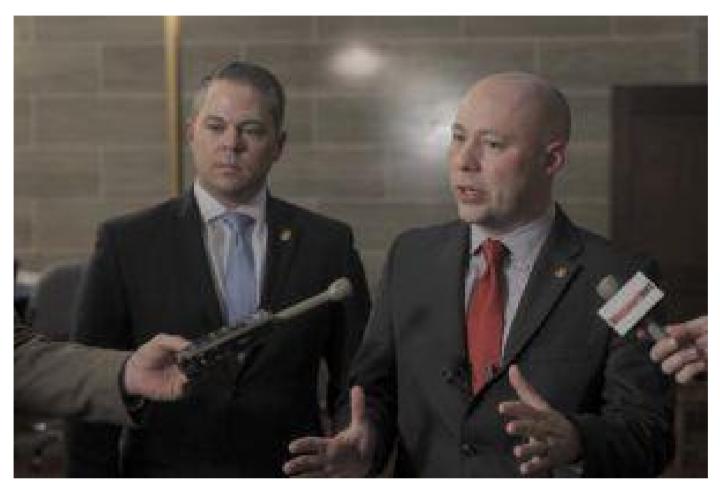
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НОТ

Smith: The solution to fix Missouri's roads isn't to go further into debt

Brian Hauswirth -- Missourinet Mar 10, 2019



Missouri House Budget Committee Chairman Cody Smith (right) briefs Capitol reporters on March 6, 2019, as House Speaker Elijah Haahr looks on (photo courtesy of Tim Bommel at House Communications)

Tim Bommel

(Jefferson City) -- The Missouri House Budget Committee chairman proposed a \$100 million transportation infrastructure plan on Wednesday, a plan that does not raise taxes nor incur new debt.

State Rep. Cody Smith, R-Carthage, represents southwest Missouri's Jasper County. I-49 runs right through his district, which has a strong transportation presence.

Chairman Smith has concerns with the governor's \$350 million bonding plan to repair or replace 250 deteriorating bridges.



"My intention is to try to address the same concerns with bridges that he has kind of shown a spotlight on, but do that within the confines of our budget as it exists now," Smith says.

Smith says the state Department of Transportation (MoDOT) has paid more than \$700 million in debt payments in the past two years. He also says MoDOT's five-year average debt payment is \$313 million per year.

"The solution to fix our roads isn't to go further into debt, but instead to invest wisely and responsibly in our transportation network with the funds we have available," says Smith.

Smith says he'll work with Governor Mike Parson (R) to find a transportation solution, and the governor's office says they're confident that a final transportation agreement with lawmakers is possible, before the end of session in May.

Smith's concern with the governor's bonding bill is debt.

"When we have that opportunity to make a similar impact on the bridges that have been identified as of need of repair over the course of four years and thereby save the state \$100 million over 15 years, I think we ought to try to take that opportunity," Smith told Capitol reporters Wednesday evening in Jefferson City.

Smith's plan would use \$100 million in general revenue for the state road fund. He says this would be the first time in recent history that general revenue would be used to fund roads and bridges.

Smith says the budget is a reflection of the state's priorities and that transportation and infrastructure is a core government function.

Smith emphasizes he'll work with the governor to find a transportation solution, and praises the governor's commitment to infrastructure and transportation. Smith tells Missourinet he's met with Governor Parson.

"I left that meeting with an impression that we are going to work together to find a solution for this, and I want to be clear it's because he's (Governor Parson) drawn attention to this matter and led the way on the issue, that's why we're having this conversation," Smith says.

Missouri's 17-cent-a gallon gasoline tax has remained the same since 1996.

Governor Parson campaigned heavily for Proposition D, which would have increased the state's gasoline tax by ten cents per gallon to help pay for highway and bridge improvements. Missourians defeated the measure at the polls in November, by about 173,000 votes.

Transportation was a big theme for Governor Parson during the January 31st Missouri Press Association and Associated Press (AP) day at the Capitol, where the governor answered questions from reporters for 43 minutes. Governor Parson told reporters that day that while his plan doesn't fix Missouri's infrastructure issue, it will help.

"I'm going to try my best, I'm going to try my best to make sure that that gets through the process to realize that the state of Missouri is doing something," Parson told reporters at that January 31st event.

Governor Parson's office issued a statement to Missourinet on Wednesday, following Chairman Smith's announcement.

"During the State of the State, the Governor shared his vision and top budget priorities that focus on workforce development and infrastructure. The House budget proposal maintains a number of the Governor's priorities, which is very promising, but they have also proposed a different route to our shared priority of infrastructure. With plenty of time left in this year's session, we are confident a final agreement is possible. The Governor will continue discussions with both the House and Senate to reach an end result that moves Missouri forward," the statement reads, in its entirety."

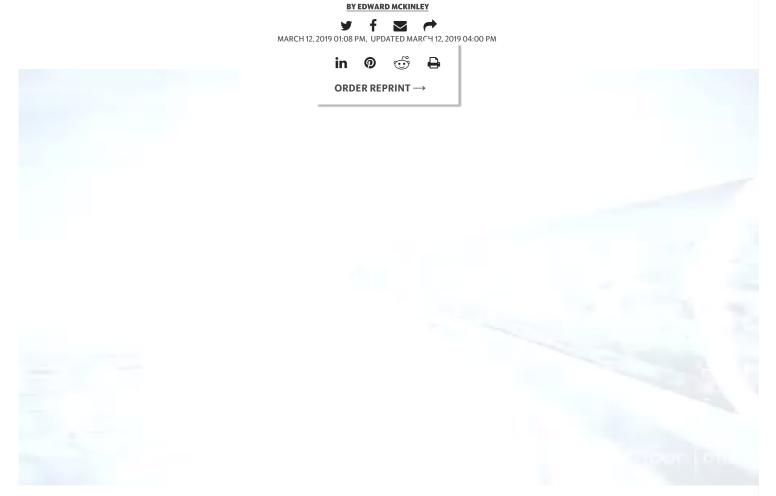
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GOVERNMENT & POLITICS

Kansas City-St. Louis Hyperloop on a fast track? New panel to look for funding



Hyperloop One is an L.A.-based company holding a global challenge, pitting regions against one another to compete for development opportunities. If the technology came to Missouri, according to the company's website, it could take only about 20 mi
By Monty Davis and Jason Boatright

JEFFERSON CITY — T] edged a bit closer

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construction.

The public-private group, chaired by Lt. Gov. Mike Kehoe, is tasked with finding ways of making Missouri the location of the nation's first Hyperloop track. It will hold public hearings (in Jefferson City, St. Louis and Kansas City) and report findings to Speaker Elijah Haahr by September.

"We are early in the process but ahead of the game when it comes to this issue," Haahr said at a news conference Tuesday morning. "The other states that have at least considered this option are significantly behind where we're at, at this point,"

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Haahr and Kehoe stressed that the panel was a preliminary step and no state funds have been appropriated. But interest in the venture remains high. Haahr said he visited Nevada to see the working model of the technology built by Virgin Hyperloop One in the desert near Las Vegas.

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The Hyperloop is a pod in a tube track that levitates above magnets and is propelled by electric power. The pods can reach speeds of 700 miles per hour.

Last fall, a feasibility study by the Kansas City engineering firm Black & Veatch concluded that Hyperloop's construction in Missouri is realistically possible, at a minimum cost of \$7 billion to \$10 billion. The study also said it would cost less per-ride than the cost of gas to drive the same distance.

"I think Missouri is in a fantastic position," Kehoe said. "You know, we're the state that funded the first flight with Lindbergh, first transatlantic flight...We're the state that produced the engineers that helped put man on the moon. We're a state that has the ingenuity, technology, the resources to look at what's next for the future."

The project's biggest boon to Missouri would be in the form of economic development, said panel Vice-Chair Andrew Smith of the St. Louis Regional Chamber.

"Imagine being able to travel between Kansas City and St. Louis in 28 minutes. That's what this would allow. Effectively what this would do is unify the state, creating a single economic development mega-region that would make us competitive with some of the top economic development mega-regions in the country," Smith said.

The combined populations of Kansas City and St. Louis is about 5 million people. If the two were connected with this technology, Smith said, "You're talking about an area that really has the same kind of potential as a Boston or a Bay Area or a Seattle."

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Members of the Blue Ribbon Panel include State Senators Caleb Rowden, Brian Williams and Tony Luetkemeyer, Representatives Travis Fitzwater and Derek Grier, Director of Economic Development Rob Dixon, University of Missouri President Mun Choi, and other private sector leaders and subject matter experts from around the state.

Critics of Hyperloop say it's unproven and still something out of science fiction. Although test tracks have been built and demonstrated, they say the technology is a long way from full development. Construction would be prohibitively expensive and that while it may bring in a wealth of jobs and business to cities, it could leave rural areas in the dust.

"First of all they won't get left behind. We can't build a hyperloop everywhere in the state like we can build an interstate system," Haahr said. "What we have to do is -- we've never built one anywhere in the country -- we have to have one that has to go first, and once we build that we can go from there."

Missouri is in a uniquely attractive position to build the Hyperloop, Haahr said, because the Interstate 70 corridor is flat, connects the state's two largest cities and has the state's largest university in the middle.

One reporter elicited laughs from the crowd, but not from the panel, when he asked how they would respond to those wondering if they're on drugs to even consider the possibility of building a Hyperloop in the state.

"The same thing we said 200 years ago when the idea of a federal interstate system was being discussed. Sure. Is it a really big project? Absolutely. But it's also a transformative project," Haahr said.

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Hyperloop uses electric propulsion to thrust pods through a tubular track at high speeds. The pods could have screens with augmented-reality capabilities. HYPERLOOP ONE

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Technology

U.S. DOT launches council to support emerging transportation tech

Posted on March 12, 2019

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The internal council will hold its organizing meeting this week and will first take on the topic of tunneling technologies seeking various approvals in several states

The Boring Co.

U.S. Secretary of Transportation Elaine L. Chao announced the creation of the Non-Traditional and Emerging Transportation Technology (NETT) Council, an internal deliberative body at the U.S. Department of Transportation (U.S. DOT) tasked with identifying and resolving jurisdictional and regulatory gaps that may impede the deployment of new technology, such as tunneling, hyperloop, autonomous vehicles, and other innovations.

Secretary Chao made the announcement during her remarks at the South by Southwest (SXSW) conference in Austin, Texas.

"New technologies increasingly straddle more than one mode of transportation, so I've signed an order creating a new internal department council to better coordinate the review of innovation that have multimodal applications," said Secretary Chao.

RELATED: Denver launches first autonomous shuttle

U.S. DOT consists of 11 operating administrations, each with its own traditional jurisdiction over certain environmental and regulatory approvals. New technologies may not always fit precisely into the department's existing regulatory structure, potentially resulting in a slower pace of transportation innovation. Inventors and investors approach U.S. DOT to obtain necessary safety authorizations, permits, and funding and often face uncertainty about how to coordinate with the department.

The NETT Council will address these challenges by ensuring that the traditional modal silos at U.S. DOT do not impede the deployment of new technology. Furthermore, it will give project sponsors a single point of access to discuss plans and proposals.



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The NETT Council represents a major step forward for U.S. DOT in reducing regulatory burdens and paving the way for emerging technologies in the transportation industry. The internal council will hold its organizing meeting this week and will first take on the topic of tunneling technologies seeking various approvals in several states.

RELATED: The Boring Co. gets permit for D.C. to NYC hyperloop

Representatives from the department held a series of interactive sessions and demonstrations at SXSW to showcase the department's overarching efforts to support innovation and market solutions to address transportation challenges across the country.

Tags: autonomous vehicles hyperloop innovation Non-Traditional and Emerging Transportation Techno South by Southwest tunnelina U.S. DOT

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The event aims to foster growth and progress in the heavyduty collision repair industry through the exchange of knowledge, experience, and feedback from all industry stakeholders.



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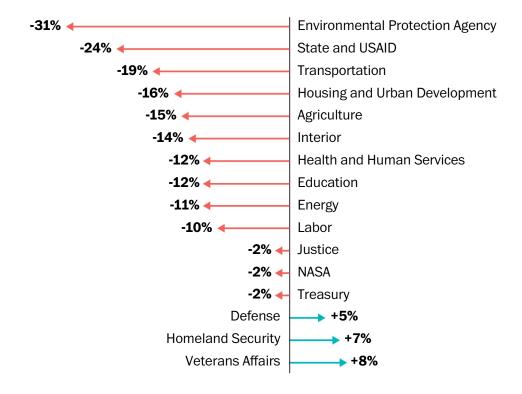


What Trump proposed in his 2020 budget

By Kate Rabinowitz and Kevin Uhrmacher March 11, 2019

The Trump administration released its 2020 budget request on Monday, proposing major cuts to federal government spending. While the cuts are unlikely to become reality — Congress has rejected many of Trump's previous requests — the budget is an important signal of the administration's priorities and suggests a major funding fight in October.

Proposed changes to funding in Trump's budget



In the document, Trump calls for large budget increases to defense and border security alongside substantial cuts to government benefits. Trump's budget proposal for the last fiscal year similarly proposed increased defense spending and cuts to other departments. Congress did not act on

many of his recommendations. The budget is likely to face even more of an uphill battle with Democrats now in control of the House.

Key proposed additions

- Adds more than \$33 billion to the Department of Defense budget, for a total of \$718 billion, 57 percent of the proposed federal discretionary budget
- Allocates \$8.6 billion to build sections of a wall along the U.S.-Mexico border, on top of the close to \$7 billion Trump already announced in his national emergency declaration
- Sets aside \$750 million to establish a paid parental leave program and \$1 billion for a one-time fund to help underserved populations and encourage company investment in child-care
- Commits \$291 million toward ending the spread of HIV in the United States within a decade, a promise Trump made in his State of the Union last month

Key proposed cuts

- Cuts \$845 billion over the next 10 years from Medicare, the federal program that gives health insurance to older Americans
- Removes \$241 billion from Medicaid, the health-care program for low-income Americans, over the next decade as part of an overhaul that shifts more power to states
- Slashes \$220 billion from the Supplemental Nutrition Assistance Program (SNAP) over the next decade, with proposed reforms including mandatory work requirements and food box delivery service in lieu of cash benefits for low-income families
- Reductions to the federal student loan programs that total \$207 billion in the next 10 years and include eliminating Public Service Loan Forgiveness and subsidized student loans

Below are descriptions of the administration's budget proposals for most major federal agencies. While mandatory spending programs — which account for over 60 percent of the federal budget — like Medicare and food stamps are discussed, the budget number does not include these programs.

Detailed funding changes by agency



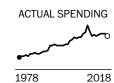


BACK TO TOP
Agriculture Department

\$24.4B

2020 PROPOSAL \$20.8B

CHANGE -\$3.6B



x x x

\$1 billion

The Trump administration is seeking to cut the Department of Agriculture's discretionary budget by \$3.6 billion, or 15 percent from the 2019 estimate, while also slashing by \$17.4 billion the funds available to the Supplemental Nutrition Assistance Program (food stamps). The budget would also reduce federal crop insurance subsidies, with a projected savings of \$22.1 billion by 2029, and cut spending for conservation programs and foreign food aid. The subsidies protect farmers against loss of crops due to natural disasters or loss of revenue because of declines in the prices of agricultural commodities.

The budget requests \$5.8 billion total to serve food stamp participants and reintroduces the proposal for a Blue Apron-style food box delivery service in lieu of cash benefits for low-income families that was widely rejected by food assistance experts when President Trump proposed it in 2018.



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Defense Department

2019 BUDGET

2020 PROPOSAL

CHANGE

\$685.0B

\$718.3B

+\$33.3B

Under the requested budget, the Department of Defense would receive \$718 billion in 2020, a 4.9 percent increase over the prior year. The entire national defense budget, which includes money for defense-related activities at other federal agencies, including the National Nuclear Security Administration, would be \$750 billion, a 34 percent increase from the prior year. Among other priorities, the Pentagon money is slated to go to the creation of a U.S. Space Force, a 3.1 percent pay increase for the military, and investments in hypersonic weapons, artificial intelligence and autonomous weaponry. It continues investments in a vast modernization of the American nuclear arsenal. The defense budget includes more than \$9 billion "as an emergency requirement to address border security and hurricane recovery."



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Education Department

2019 BUDGET **\$70.8B**

19 BUDGET 2020 PROPOSAL

\$62.0B

CHANGE

1978 2018

ACTUAL SPENDING

××××××××

\$1 billion

The budget requests \$62 billion for the Education Department, a 12 percent decrease from what was enacted for 2019. The Trump administration wants to pull out \$2 billion from the reserves for the Pell Grant program, the primary source of federal grant aid for millions of students whose families typically earn less than \$60,000 a year. Advocacy groups say raiding the reserves could jeopardize the grant program in the future.



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Energy Department

2019 BUDGET

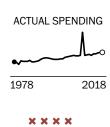
2020 PROPOSAL

CHANGE

\$35.5B

S31.7B

-\$3 RB



\$1 billion

President Trump's budget request for the Energy Department seeks to boost coal and nuclear energy, while making cuts to programs intended to foster renewable energy and combat climate change.

For instance, the administration proposes a significant cut for the agency's Office of Energy Efficiency & Renewable Energy (EERE) — \$696 in the coming fiscal year, compared to roughly \$2.4 billion that was approved in 2019. Meanwhile, the White House proposed increasing the budget for the Office of Fossil Energy Research & Development to \$562 million, a bump of \$60 million. It also proposed a \$67 million increase for the agency's Office of Nuclear Energy, up to \$824 million annually. The budget also proposes \$23.7 billion for various national security programs within the agency, including \$8 billion to sustain and modernize the U.S. nuclear stockpile.



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Department of Health and Human Services

2019 BUDGET

2020 PROPOSAL

CHANGE

\$99.5B

\$87.1B

-\$12 4R

ACTUAL SPENDING

1978 2018

××××××××××××

\$1 billion

The Health and Human Services budget once again attempts to tilt Medicaid in a conservative direction, moving from its half-century history as an entitlement program into a series of finite block grants to states, while eliminating the program's expansion under the Affordable Care Act. The spending plan would slow Medicare spending by \$845 billion over the next decade, largely by changing payments to hospitals and doctors and

renewing efforts to lessen fraud and abuse. The budget would devote \$291 million as the first installment of a presidential commitment to stop the spread of HIV within a decade, and would continue investment in curbing the opioid epidemic. But it would slash the National Institutes of Health's funding by about 12 percent, and the budget for the Centers for Disease Control and Prevention by about 10 percent. Trump proposes big cuts to health programs for poor, elderly and disabled •



Department of Homeland Security

2019 BUDGET

2020 PROPOSAL

CHANGE

\$48.1B

\$51.7B

+\$3.6B

\$1 billion

The Trump administration proposed \$51.7 billion for the Department of Homeland Security, a 7.8 percent increase, excluding current funding for overseas contingency operations. Immigration security remains a top priority, with billions earmarked for a border wall, more detention beds and over 2,800 additional immigration agents and other staff. The budget also would create a "Border Security and Immigration Enforcement Fund," to meet the president's goals of dramatically increasing immigration jails and enforcement. The budget also sets aside \$19.4 billion to aid American communities hit by major disasters.



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Department of Housing and Urban Development

2019 BUDGET

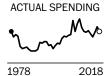
2020 PROPOSAL

CHANGE

\$52.7B

S44.1B

-\$9 GE



××××××××

Trump proposed an \$8.6 billion cut for the Department of Housing and Urban Development for 2020, a 16.4 percent decrease from the 2019 estimate that includes eliminating the Community Development Block Grant program and as well as capital improvement funds for public housing repairs.

The four-decade-old community block grant program, popular among congressional Democrats and Republicans, provides cities with money for affordable housing and other community needs, such as fighting blight, improving infrastructure and delivering food to homebound seniors. The administration, in its budget documents, said the program has "failed to demonstrate effectiveness."

As in previous years, the administration is also calling for bolstered work requirements for families receiving federal housing assistance to promote "self-sufficiency."



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Interior Department

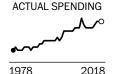
2019 BUDGET **\$14.5B**

2020 PROPOSAL

CHANGE

\$12.5B

-\$2.0B



××

\$1 billion

The president's budget requests \$12.5 billion for the Interior Department, \$2 billion less than 2019, a 14 percent decrease. It would eliminate economic development grants that help municipalities recover from disruptive mining operations on public lands. The budget would reduce funding to acquire and preserve land. Interior's priority will be the president's signature ambition: energy development on land and offshore, and former secretary Ryan Zinke's bid to shift much of the department's management from the District to the West. It provides just under \$300 million to help whittle down the National Park Service's massive \$12 billion backlog for fixing buildings and roads.

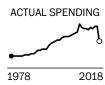
2019 BUDGET

2020 PROPOSAL

CHANGE

\$29.9B \$29.2B

-\$0.7B



×

\$1 billion

The Trump administration proposed a 2.3 percent reduction in the Justice Department's budget, much of that money coming from grant programs like COPS, which pays for local police agencies to hire new officers. The White House budget plan for the Justice Department in 2020 prioritizes spending for national security, cyber security, immigration enforcement, combating violent crime and addressing the opioid epidemic.

Like last year, the Trump administration proposes shifting part of the work of the Bureau of Alcohol, Tobacco, Firearms and Explosives away. Under the proposal, alcohol and tobacco enforcement would move to the Treasury Department so that ATF could focus more on guns, explosives and arson. The same proposal was made last year and went nowhere in Congress.



2019 BUDGET **\$12.1B**

2020 PROPOSAL **\$10.9B**

CHANGE

ACTUAL SPENDING

1978 2018

×

\$1 billion

Overall, the budget asks Congress for \$10.9 billion for the Labor Department, a 9.7 percent decrease from 2019's budget.

The budget plans calls for saving money on unemployment insurance benefits by cracking down on fraud or abuse within the program. It also calls for a reorganization of job corps program that aims to train disadvantaged youth for future employment. Under the administration's proposal, the Labor Department would have more flexibility to close centers that aren't producing results.

The budget also calls for the consolidation of the country's statistic agencies that calculate measures of economic health such as the gross domestic product and the monthly jobs and unemployment reports. Under the plan, the Bureau of Labor Statistics would be moved into the Commerce Department, joining the Bureau of Economic Analysis and the Census Bureau.



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State Department and USAID

2019 BUDGET

2020 PROPOSAL

CHANGE

\$52.5B

\$40.0B

-\$12.5B

×××××××××××

\$1 billion

The proposed budget would slash the budget for foreign aid and diplomacy by 23 percent, to \$40 billion for the State Department and the U.S. Agency for International Development.

Though steep, the proposed cuts are not as deep as the 30 percent cuts recommended a year ago and 32 percent proposed for the previous year. Foreign aid enjoys wide bipartisan support, and Congress largely restored most of the cuts proposed by the White House in the previous years.



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Transportation Department

2019 BUDGET

2020 PROPOSAL

CHANGE

\$26.5B

\$21.4B

-\$5.1B

ACTUAL SPENDING

1978 2018

×××××

The 2020 Department of Transportation budget requests \$21.4 billion in discretionary spending, down from \$26.5 billion in FY 2019. The proposal calls for cutting funds for long-distance Amtrak routes and shifting responsibly for them to states, "while providing robust intercity bus service to currently underserved rural areas via a partnership between Amtrak and bus operators." Separate grants to Amtrak for the heavily traveled Northeast Corridor, stretching from Washington to Boston, would be cut in half, dropping from \$650 million in 2019 to \$325.5 million in 2020. More than \$1 billion would be cut from the Capital Investment Grants program, which goes toward funding major rail, commuter rail and other transit projects.



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Treasury Department

2019 BUDGET

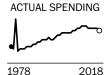
2020 PROPOSAL

CHANGE

\$12.9B

\$12.7B

-\$0.2B



\$1 billion

The White House is asking for \$12.7 billion for the Treasury Department, approximately a 1 percent decrease in funding from the previous year.

The White House is asking for new investments in the Internal Revenue Service, which is part of the Treasury Department. The budget calls for \$15 billion in new IRS funding to beef up tax enforcement, which the administration estimates would generate an additional \$47 billion in new revenue over the next 10 years, thus shrinking the deficit overall.

The administration's budget also includes \$300 million in new funding to revamp the information technology systems at the IRS, some of which are decades old and have struggled to properly process payments on Tax Day.

The administration's budget for the Treasury Department also proposes changes to the administrative structure of the Alcohol and Tobacco Tax and Trade Bureau. It also seeks to push more Treasury functions to be executed electronically, as the department still issues about 56 million paper checks annually.



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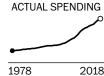
Department of Veterans Affairs

2019 BUDGET **\$90.2B**

2020 PROPOSAL

\$97.0B

CHANGE +\$6.8B



\$1 billion

The White House is proposing a 7.5 percent boost to the Department of Veterans Affairs, to \$97 billion. This includes an increase of close to 10 percent for medical care for veterans, much of it to implement a law Congress passed last year to consolidate private-care programs outside VA and make private doctors easier for veterans to access.

Other new spending would continue the agency's massive modernization of its electronic health records, add mental-health services for suicide prevention and expand medical services to female veterans.



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Environmental Protection Agency

2019 BUDGET

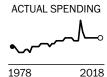
2020 PROPOSAL

CHANGE

\$8.8B

\$6.1B

-\$2.7B



x x x

\$1 billion

The Environmental Protection Agency once again found itself in the Trump administration's crosshairs, with the White House proposing to slash its budget by 31 percent.

The \$2.8 billion proposed cut, which would leave the agency a budget of \$6.1 billion, is in line with the previous deep reductions that the administration has sought each year under President Trump. So far,

Congress has been unwilling to go along, keeping EPA's budget largely stable.



2019 BUDGET

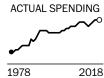
2020 PROPOSAL

CHANGE

\$21.5B

\$21.0B

-\$0.5B



×

\$1 billion

NASA faces a modest cut — 2.3 percent lower than the agency's 2019 funding, which was approved last month by Congress. The \$21 billion for NASA is more than the Trump administration asked for last year, as NASA Administrator Jim Bridenstine pointed out Monday in a statement describing the fiscal 2020 budget as "one of the strongest on record for our storied agency." Bridenstine said the budget keeps NASA on track for putting humans on the moon again by 2028.

The proposed NASA budget does not include money for a new space telescope, WFIRST, which would look for distant planets and study the mysterious "dark energy" permeating the cosmos. Two Earth science missions aimed at understanding climate would be eliminated, as would an educational effort, the Office of STEM Engagement.

The White House also proposed to defer upgrades to NASA's Space Launch System -- a powerful new rocket that is still in development -- and move some its proposed payloads to other vehicles. Budget seeks cuts to funding for science, medical research •

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