



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

MARCH 21, 2018
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

REVISED

Technical Planning Committee Meeting Agenda
Wednesday, March 21, 2018 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the January 17, 2018 Meeting Minutes Tab 1
(1 minute/Juranas)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING
MINUTES**

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

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

E. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative Staff)

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

II. New Business

A. Administrative Modification Numbers Three and Four to the FY 2018-2021 TIP Tab 3 (5 minutes/Longpine)

There is one change each included with Administrative Modification Numbers Three and Four to the FY 2018-2021 Transportation Improvement Program which are included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Amendment Number Four to the 2018-2021 TIP Tab 4 (5 minutes/Longpine)

There are two changes requested to the FY 2018-2021 Transportation Improvement Program which are included for member review.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
FY 2018-2021 TIP AMENDMENT NUMBER FOUR TO THE BOARD OF DIRECTORS**

C. Transportation Performance Management Planning Agreement Tab 5 (5 minutes/Longpine)

Staff will introduce the agreement outlining responsibilities for transportation performance management relating the performance management targets and data reporting.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. FY 2019 Unified Planning Work Program..... Tab 6 (10 minutes/Fields)

The Draft Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY2019
UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS**

E. OTO Growth Trends Report Tab 7 (10 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Public Participation Plan Annual Evaluation Tab 8 (5 minutes/Faucett)

An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

NO ACTION REQUESTED – INFORMATIONAL ONLY

G. TIP Subcommittee (5 minutes/Longpine)

OTO is requesting the appointment of a subcommittee to prepare the FY 2019-2021 Transportation Improvement Program.

TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT A TIP SUBCOMMITTEE

- H. Amendment Number Eight to the Long Range Transportation Plan Tab 9**
(5 minutes/Longpine)
The City of Nixa has requested a Major Thoroughfare Plan amendment to realign Inman Road between Gregg and US 160.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
TRANSPORTATION PLAN 2040 AMENDMENT NUMBER EIGHT TO THE BOARD OF
DIRECTORS**

III. Other Business

- A. Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. Articles for Technical Planning Committee Member Information Tab 10**

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, May 16, 2018 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

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

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE 3/21/2018; ITEM I.C.

January 17, 2018 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the January 17, 2018 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the January 17, 2018 Technical Planning Committee meeting minutes.”

OR

“Move to approve the January 17, 2018 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
January 17, 2018**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. The meeting was called to order at approximately 1:40 p.m. by Vice Chair Randall Brown.

The following members were present:

Mr. Randall Brown, City of Willard (Vice Chair)	Ms. Mary Kromrey, Ozark Greenways
Ms. Megan Clark, SMCOG	Mr. Frank Miller, MoDOT
Mr. Eric Claussen, City of Springfield (a)	Mr. Andrew Nelson, City of Republic (a)
Mr. King Coltrin, City of Strafford	Mr. Jeff Roussell, City of Nixa
Mr. Tom Dancy, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Kelly Turner, City Utilities Transit
Mr. Joel Keller, Greene County (a)	Mr. Garrett Tyson, City of Republic

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Bradley McMahon, FHWA
Mr. Rick Artman, Greene County	Mr. Kent Morris, Greene County Planning
Mr. Joshua Bird, Christian County (a)	Mr. David O'Connor, City of Willard (a)
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Jeremy Parsons, City of Ozark (a)
Ms. Paula Brookshire, City of Springfield (a)	Mr. Jason Ray, SMOG (a)
Mr. John Caufield, BNSF	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Frank Schoneboom, City of Battlefield
Mr. Rick Emling, R-12 School District (a)	Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Dawn Gardner, City of Springfield (a)	Ms. Mary Lilly Smith, City of Springfield
Mr. Martin Gugel, City of Springfield (Co-Chair)	Ms. Janette Vomund, MoDOT
Mr. Tom Johnson, Missouri State University	Ms. Eva Voss, MoDOT
Mr. Kirk Juranas, City of Springfield (Co-Chair)	Mr. Todd Wiesehan, Christian County
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Chad Zickefoose, MoDOT

Others present were: Jeremy Pruett, Congressman Billy Long's Office, Mr. Dan Wadlington, Congressman Roy Blunt, Ms. Brenda Cirtin, Mr. David Faucett, Ms. Sara Fields, Mr. Scott Godbey, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. Randall Brown, Vice-Chair, Technical Planning Committee Chairman, called the meeting to order at approximately 1:40 pm.

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. Turner moved approval of the Technical Planning Committee Meeting Agenda for January 17, 2018. Mr. Keller seconded the motion and it was unanimously approved.

C. Approval of the September 20, 2017, Meeting Minutes

Mr. Coltrin moved for approval of the minutes from the November 15, 2017 Technical Planning Committee Meeting. Mr. Humphrey seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields stated Springfield had been awarded a CDC Walkability Grant in which six individuals from the Community, OTO, Ozark Greenways, Springfield City Council, the Health Department, and Public Works are going to Atlanta in April to develop a strategic plan for walkability in Springfield.

Ms. Fields congratulated Natasha Longpine for having received a Master's Certificate in Transportation and Urban Systems from North Dakota State University.

Ms. Fields said DNR made a recreational trail grant announcement, but Ms. Fields stated she believes only Springfield is applying. She noted this information had been sent to the Board, and if anyone needed a letter of support, to please let staff know.

Ms. Fields added the 21st Century Missouri Transportation System Task Force had issued their report. She stated she would send the link to the report following the meeting, but noted the report calls for an immediate investment in the transportation system, which includes a \$.10 fuel/gas and \$.12 diesel tax increase. She said this could not be approved by the Legislature but would require a vote. She noted the Legislature would have to place this on the ballot. She added the report also calls for other funding to be made available for multi-modal needs. She stated the report also discusses longer-term options, such as indexing the gas tax and going to a user-fee system.

Ms. Fields said a few months ago she had worked on a ten-year scenario as to what could be done if the level of funding discussed in the report was available. She referenced the handout that had been distributed and reviewed the project list. Ms. Fields stated that MoDOT was in agreement with this list and had worked with the OTO to develop it. Ms. Fields reviewed the multi-modal projects that had been submitted. She noted that to be eligible for funding, a trail had to be on a MoDOT route, and only three trails met these criteria.

F. MoDOT Update

Frank Miller stated MoDOT is just beginning the process of updating the STIP (Statewide Transportation Improvement Program). It will be released later this year. Mr. Miller stated that MoDOT had received new funding targets for this area and that the projections had reduced slightly. He added that 2019 had dropped considerably, but that 2020 and 2021 had only dropped a small percentage. He noted that 2023 had been reduced a little more, due to the increase in the cost-share program, which will increase to \$40 million.

G. Legislative Reports

Dan Wadlington, Senator Roy Blunt's Office, stated that at this point the focus is trying to keep the government open, but there is no mention of infrastructure in what is currently being discussed. He added there is some discussion about earmarks, which he said had always been good for our area. He said so far there is no mention of an infrastructure program due to there being other issues that need to be dealt with before it is discussed, and the fact there is still no funding source.

Jeremy Pruett stated Congressman Long had introduced a bill to help expand Broadband. He noted that this issue is a real concern for rural areas. He stated that no reliable Internet service is what keeps some communities from being able to attract businesses.

II. New Business

A. Administrative Modification Number Two to the FY 2018-2021 TIP

Natasha Longpine stated staff had moved \$6,856 from the National Highway Performance Program (NHPP) to High Priority Projects (HPP) in order to utilize the funding from FY 2009 Appropriations Bill Earmark. This funding will go towards the Route 60 Guardrail Improvements. She noted this is a minor change of funding sources between federal funding categories or between state and local sources.

Vice-Chair Brown noted this item is for informational purposes only; no action is required.

B. Amendment Number Three to the FY 2018-2021 TIP

Natasha Longpine stated staff is requesting an amendment to the FY 2018-2021 TIP (Transportation Improvement Program). She stated the City of Springfield is interested in using \$2,000,000 of STGB-U (Surface Transportation Block Grant-Urban) Funding to rehabilitate the Jefferson Avenue Footbridge. She indicated this would include replacing some structural portions of the bridge, painting it, adding lighting, meeting ADA standards, etc. She said the City would be contributing a \$500,000 match for this project.

Eric Claussen added the bridge is in a state of disrepair and is closed to the public due to its unsafe condition. He added that when it is rehabilitated, it will also be made ADA accessible so that all citizens may enjoy it.

Ms. Fields stated that City Council has not yet agreed to the plan being proposed, but that City staff wished to begin the process due to time constraints.

With no additional questions or comments, Mr. Miller moved to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Three to the Board of Directors. Mr. Humphrey seconded the motion and it was unanimously approved.

C. Amendment to the Program Management Plan

Andy Thomason stated the OTO is responsible for the project selection process for the Section 5310 Enhancing Mobility for Seniors and Individuals with Disabilities grant program. He added that Federal guidelines state if grant funds go to more than one sub-recipient you must have a document that outlines the process for awarding these funds, the types of projects that are eligible, what the selection criteria looks like, etc. Mr. Thomason said that for the OTO, that document is the Program Management Plan (PMP).

Mr. Thomason noted that with the adoption of a new Transit Coordination Plan (TCP), the Local Coordinating Board for Transit (LCBT) updated portions of the PMP. Mr. Thompson said during the course of the review of the PMP, the LCBT determined there was a need to revise the selection criteria and narrow the list of eligible projects. Mr. Thomason stated that based on surveys and responses to questionnaires, the LCBT identified a need for evening and weekend services, intercity services, and greater flexibility in ride scheduling. He added that criteria were added to the PMP to prioritize projects with these features.

Mr. Thomason stated there is a Memorandum of Understanding between the OTO, City Utilities, and MoDOT which defines the roles and responsibilities for the grant program, and exclusively references the administration of grant funds related to vehicle purchases. Mr. Thomason noted the PMP has been amended to reduce the list of eligible traditional activities to vehicle purchases only.

Mr. Thomason said the final change is the requirement that all recipients participate in E-verify, which must be confirmed at the time of application.

Mr. Claussen moved to recommend approval of the amendment to the Program Management Plan to the Board of Directors. Mr. Turner seconded the motion and it was unanimously approved.

D. OTO Regional Bicycle and Pedestrian Trail Investment Study Review

Andy Thomason reviewed the history of this project for the benefit of the new members. He noted this project came from a discussion held at a TAP (Transportation Alternative Program) Subcommittee meeting in 2016. He stated in the past the TAP Subcommittee concentrated on smaller, non-motorized projects, such as sidewalks, safe route to school, etc. At the meeting in August 2016, there was discussion on funding projects that might have a regional impact, as opposed to several smaller projects. It was suggested that staff look at the possibility of linking some of the trails in the region.

Mr. Thomason said staff discussed the need for additional information regarding alignments, cost estimates, etc. He said staff recommended hiring a consultant that could provide the information necessary to determine if the TAP Committee wished to proceed in this way. He said following the Board's approval of the funds for the consultant, the RFP process was followed and ultimately the contract was signed with Alta Planning and Design.

He reviewed the process Alta followed to develop the proposed map and alignments. The study evaluated approximately 76 miles of proposed trail corridors. These corridors came from community meetings, site visits, existing land ownership patterns, key points of interests, and input from BPAC (Bicycle Pedestrian Advisory Committee). Mr. Thomason noted the PEL (Planning Environmental Linkages) process was very useful in this study as it provided some valuable existing information.

Mr. Thomason stated no formal prioritization of trails was completed as part of this study, but a methodology for prioritizing was put in place. The estimated costs range from \$100 million to \$103 million to complete the regional trail network. He noted the prioritization methodology will be used to evaluate projects each time TAP funds are made available for regional trail projects. He added additional information could be found at www.ozarkstransportation.org/Documents/OTO_Trail_Investment_Study_Complete.pdf.

Following Mr. Thomason's presentation, Vice-Chair Brown thanked staff for all the hard work that was put into this trail study. Ms. Kromrey moved to recommend acceptance of the Regional Bicycle and Pedestrian Trail Investment Study to the Board of Directors. Mr. Tyson seconded the motion and it was unanimously approved.

E. UPWP Subcommittee and Project Proposals

Sara Fields stated the UPWP (Unified Planning Work Program) is the document attached to the grant request for the OTO Operational funds. She said it delineates the projects that the OTO will be doing during the year that will assist in obtaining federal funding. She noted many of the projects are recurring, but there is the ability to add a few new projects. She noted the UPWP Subcommittee assists in determining what new projects should be added and ensuring we are complying with the contract. She added she is looking for volunteers to serve on this Subcommittee.

Mr. Humphrey moved the following be appointed to the FY 2019 UPWP Subcommittee: Eva Voss, Kelly Turner, King Coltrin, Garrett Tyson, and Kirk Juranas. Mr. Roussell seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Garrett Tyson stated the City of Republic is beginning to launch a comprehensive planning process. He added he would appreciate any input any members of the Committee might have.

Kelly Turner thanked the OTO staff for all their assistance in the ridership survey that City Utilities conducted in December.

B. Transportation Issues for Technical Planning Committee Member Review

Natasha Longpine stated she wanted to let the Committee know that as the OTO begins the TIP (Transportation Improvement Program) process, part of that process will be reviewing the systems and operational maintenance funding that the local jurisdictions are responsible for. She noted this was highlighted in the certification review process the OTO underwent last year.

Sara Fields noted that Andy Thomason had received his American Institute of Certified Planners Certification in November.

C. Articles for Technical Planning Committee Member Information

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

Adjournment

With no additional business to come before the Committee, Mr. Kelly moved the meeting be adjourned. Mr. Coltrin seconded the motion and it was unanimously approved. The meeting adjourned at approximately 2:30 p.m.

TAB 2

**NO PUBLIC
COMMENT
RECEIVED**

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.A.

Administrative Modifications 3 and 4 to the FY 2018-2021 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one change each as part of Administrative Modifications Three and Four to the FY 2018-2021 Transportation Improvement Program.

Administrative Modification Three

Annual Guardrail and Guard Cable Repair Program (2020) (MO1705-18AM3)

Accelerating the annual on-call guardrail and guard cable program to 2018 from 2019 and 2020, with no change in the total programmed amount of \$988,000.

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

Administrative Modification Four

Intersection Improvements at Jackson and NN (OK1401-18AM4)

Moving a portion of funding from FY 2019 Construction to FY 2018 Right-of-Way.

- Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP
- Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action. Informational only.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

2 February 2018

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

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2018-2021 Transportation Improvement Program (TIP) on February 2, 2018. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1705-18AM3 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM (2020)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3009

Federal ID #

Project Description

Job order contracting for guardrail and guard cable repair in OTO area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$153,600	\$0	\$0	\$0	\$153,600
MoDOT	State	ENG	\$38,400	\$0	\$0	\$0	\$38,400
FHWA (STBG)	Federal	CON	\$636,800	\$0	\$0	\$0	\$636,800
MoDOT	State	CON	\$159,200	\$0	\$0	\$0	\$159,200
Totals			\$988,000	\$0	\$0	\$0	\$988,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$7,000
Future Cost	\$0
Total Cost	\$995,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1705 **ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM (2020)**

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3009

Federal ID #

Project Description

Job order contracting for guardrail and guard cable repair in OTO area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$800	\$1,600	\$151,200	\$0	\$153,600
MoDOT	State	ENG	\$200	\$400	\$37,800	\$0	\$38,400
FHWA (STBG)	Federal	CON	\$0	\$0	\$636,800	\$0	\$636,800
MoDOT	State	CON	\$0	\$0	\$159,200	\$0	\$159,200
Totals			\$1,000	\$2,000	\$985,000	\$0	\$988,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$7,000
Future Cost	\$0
Total Cost	\$995,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																			
PROJECT		Federal										Local		State		TOTAL			
2018		FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
BA1801-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC0901		\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102		\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$2,100,000
CC1601		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1701		\$0	\$0	\$0	\$457,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$572,000
CC1702		\$0	\$196,000	\$0	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
CC1703		\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801		\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
CC1802		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
CC1803-18		\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
GR1403-18A1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
GR1601-18A2		\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$225,149	
GR1701		\$0	\$0	\$0	\$688,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$167,000	\$0	\$0	\$400,000	
GR1703		\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1704		\$0	\$0	\$0	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0	\$0	\$19,000
GR1705		\$0	\$0	\$0	\$415,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0	\$0	\$519,000
GR1706		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000	
GR1707-17A6		\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1801-18		\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$21,000	\$0	\$0	\$0	\$1,009,800
GR1802-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$247,200	\$0	\$0	\$0	\$1,248,000
GR1803-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1804-18		\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1805-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1105		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$759,200	\$0	\$0	\$0	\$3,796,000
MO1616		\$0	\$0	\$0	\$780,400	\$0	\$0	\$0	\$0	\$0	\$3,036,800	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$3,989,000
MO1705-18A3		\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$342,000
MO1708		\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1709		\$0	\$0	\$0	\$105,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,400	\$0	\$0	\$0	\$132,000
MO1710-17A2		\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1711		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1712		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,300	\$0	\$0	\$0	\$346,300
MO1713		\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714		\$0	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,800	\$0	\$0	\$0	\$589,000
MO1716		\$315,000	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1717		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1719		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1720		\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1721		\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$0	\$45,200
MO1722		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$1,000
MO1723		\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1803-18		\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$28,800
MO1804-18		\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$130,000
MO1805-18		\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$0	\$83,500
MO1806-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$103,500	\$0	\$0	\$125,400
MO1807-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$337,400
MO1808-18		\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$964,000	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0	\$2,031,600
NX1701		\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,200	\$0	\$0	\$0	\$199,800
NX1702		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1703		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$0	\$9,400	\$0	\$0	\$0	\$78,200
NX1704		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
NX1705		\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,200	\$0	\$0	\$0	\$71,600
NX1801-17A2		\$0	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$0	\$138,000
NX1803-18A2		\$0	\$0	\$0	\$3,068,800	\$0	\$0	\$0	\$0	\$0	\$562,276	\$0	\$0	\$0	\$40,400	\$0	\$0	\$0	\$3,836,000
OK1401-17A2		\$0	\$0	\$0	\$5,981,600	\$0	\$0	\$0	\$0	\$0	\$1,495,400	\$0	\$0	\$0	\$1,495,400	\$0	\$0	\$0	\$7,477,000
OK1701		\$0	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$0	\$0	\$0	\$1,885,260
OK1702		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1703		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1801-17A2		\$1,716,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,959	\$0	\$0	\$580,494	\$0	\$364,020	\$0	\$0	\$96,749	\$3,966,000
OK1802-17A5		\$626,722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$3,000
RG0301-18A1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$72,000
RG1201		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,100
RP1502		\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$2,198,631	
RP1701		\$0	\$0	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$190,200
RP1702		\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,800	\$0	\$0	\$0	\$54,800
RP1703-17A3		\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY												
PROJECT	Federal											
	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEHA
Local												
State												
MoDOT												
MoDOT-GCSA												
SEMA												
TOTAL												
2018 Continued												
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RP1801-18AM1	\$0	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1106	\$154,525	\$0	\$0	\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1112	\$1,110,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0
SP1122	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$0	\$0
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1209	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0
SP1419-18A1	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0
SP1707	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
SP1803-18	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1804-18	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1805-18	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1806-18	\$0	\$0	\$0	\$0	\$851,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1807-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1808-18AM2	\$0	\$184,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,944	\$6,856	\$0
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0
SP1810-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,742,400	\$0	\$0
SP1811-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1812-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1813-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,747,200	\$0	\$0
SP1814-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0
SP1818-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0
WI1801-18	\$0	\$0	\$0	\$532,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$8,334,180	\$4,047,800	\$1,600	\$17,576,002	\$981,200	\$0	\$0	\$894,959	\$14,665,942	\$172,990	\$580,494	\$2,670,183
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$96,749	\$300,600
										\$9,346,690	\$59,669,369	\$0
2019												
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
CC1801	\$0	\$0	\$0	\$1,240,800	\$0	\$0	\$0	\$0	\$0	\$310,200	\$0	\$0
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0
GR1701	\$0	\$0	\$0	\$7,634,400	\$0	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0
GR1703	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0
GR1704	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0
GR1705	\$0	\$0	\$0	\$225,600	\$0	\$0	\$0	\$0	\$0	\$75,400	\$0	\$0
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0
GR1804-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$0
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0
MO1205	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0
MO1711	\$0	\$0	\$0	\$511,200	\$0	\$0	\$0	\$0	\$0	\$127,800	\$0	\$0
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1717	\$324,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$81,000	\$117,800	\$0
FY 2019 continued on next page												

Roadways

[illegible]

Account	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471
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Ozarks Transportation Organization

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY		Federal																Local		State			TOTAL
PROJECT		FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEHA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA					
2020 Continued																							
MOA706		\$0	\$0	\$0	\$788,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$0	\$0	\$985,000				
MO1710-17A2		\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416,000	\$0	\$0	\$0	\$2,080,000				
MO1711		\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087,400	\$0	\$0	\$0	\$5,437,000				
MO1712		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000				
MO1714		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$0	\$42,000				
MO1719		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000				
MO1720		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000				
MO1721		\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000				
MO1722		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000				
MO1723		\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000				
MO1803-18		\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$0	\$179,000				
MO1804-18	\$332,000	\$0	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$117,800	\$0	\$0	\$0	\$1,004,000				
MO1806-18		\$0	\$0	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$0	\$1,801,000				
MO2001-18		\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900				
MO2002-18		\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$1,126,000				
NX1701		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$0	\$7,973,000				
NX1704		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000				
NX1803-18A2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000				
OK1803		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$0	\$205,000				
RG0901-18A1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000				
RG1201		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000				
RP1701		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000				
RP1703-17A3		\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000				
RP1704-17A3		\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$463,200	\$0	\$0	\$0	\$2,316,000				
RP1802-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$841,600	\$0	\$1,052,000				
RP1803-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000				
SP1401		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000				
SP1405-18A1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000				
SP1419-18A1		\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$0	\$740,000				
SP1707		\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,200	\$0	\$0	\$0	\$1,121,000				
SP1708		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$830,000				
SP1709		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$166,000	\$0	\$0	\$0	\$20,000				
SP1710		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000				
SP1801-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000				
SP1802-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0	\$0	\$982,000				
SP1803-18		\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$0	\$1,679,000				
SP1805-18		\$0	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$2,450,000				
SP1809-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000				
SP1815-18A2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000				
SP1816-18A2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$25,000				
SP1817-18A2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$50,000				
WI1001-17A2		\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000				
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$0	\$15,886,400	\$0	\$0	\$364,000	\$7,310,900	\$841,600	\$0	\$0	\$39,645,900				

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	FEDERAL												
	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEMA	LOCAL
2021													
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1712	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1714	\$0	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2001-18	\$0	\$54,900	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,492,000	\$0	\$0	\$0
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$180,100
GRAND TOTAL	\$13,636,768	\$10,298,656	\$660,800	\$54,252,400	\$2,564,700	\$180,000	\$6,400	\$963,132	\$1,053,926	\$172,980	\$740,992	\$4,444,965	\$30,752,402
													\$20,000
													\$11,153,400
													\$123,499
													\$175,856,776

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															State Operations and Maintenance	Other	MoDOT Programmed Funds	Local	TOTAL Federal Funds	FEMA	HPP	NHPP	BRO	BRM	NHS	130	I/M	STBG	Bridge	Safety	STBG-U	TOTAL
2018 Funds Programmed	\$8,334,180	\$4,047,800	\$1,600	\$17,576,002	\$981,200	\$0	\$0	\$894,959	\$14,656,942	\$172,990	\$690,494	\$47,255,167	\$2,670,183	\$9,647,200	\$96,749	\$4,779,399	\$64,448,778																
2019 Funds Programmed	\$3,510,578	\$3,492,058	\$73,600	\$27,853,198	\$54,400	\$0	\$0	\$963,132	\$12,697,114	\$0	\$160,498	\$49,173,543	\$1,230,682	\$10,986,412	\$26,750	\$4,851,080	\$56,270,467																
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1520,100	\$0	\$0	\$0	\$15,886,400	\$0	\$0	\$31,729,400	\$364,000	\$8,152,500	\$0	\$4,922,846	\$44,569,746																
2021 Funds Programmed	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$0	\$0	\$11,082,400	\$0	\$0	\$17,804,400	\$180,100	\$3,137,600	\$0	\$4,997,704	\$20,719,804																
Total	\$13,636,758	\$10,298,556	\$660,800	\$54,252,400	\$2,564,700	\$180,000	\$6,400	\$963,132	\$1,053,926	\$54,631,856	\$172,990	\$740,992	\$139,362,510	\$4,444,965	\$13,925,802	\$123,489	\$19,552,019	\$305,408,795															

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,600	\$54,679,300	\$49,650,800	\$44,779,200	\$191,960,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,827	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
TOTAL AVAILABLE FUNDING						
Prior Year Funding	\$19,440,885	\$53,199,816	\$65,618,593	\$60,784,613	\$55,865,107	\$254,909,005
Programmed State and Federal Funding		\$19,440,885	\$8,191,923	\$7,540,039	\$23,754,906	—
		(\$64,448,778)	(\$66,270,467)	(\$44,569,746)	(\$20,119,804)	(\$195,408,795)
TOTAL REMAINING						
	\$19,440,885	\$8,191,923	\$7,540,039	\$23,754,906	\$59,500,210	\$59,500,210

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.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

12 March 2018

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

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2018-2021 Transportation Improvement Program (TIP) on March 9, 2018. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # OK1401-18AM4 INTERSECTION IMPROVEMENTS AT JACKSON AND NN

Route Rte. 14 (Jackson)

From Rte. 14

To at Rte. NN

Location City of Ozark

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3015

Federal ID # 0141029



Project Description

Intersection improvements at Jackson Street and Rte. NN in Ozark.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$110,400	\$204,800	\$0	\$0	\$315,200
MoDOT	State	ENG	\$27,600	\$51,200	\$0	\$0	\$78,800
FHWA (STBG)	Federal	ROW	\$255,200	\$0	\$0	\$0	\$255,200
FHWA (STBG-U)	Federal	ROW	\$313,000	\$0	\$0	\$0	\$313,000
LOCAL	Local	ROW	\$78,000	\$0	\$0	\$0	\$78,000
MoDOT	State	ROW	\$63,800	\$0	\$0	\$0	\$63,800
FHWA (STBG)	Federal	CON	\$0	\$650,998	\$0	\$0	\$650,998
FHWA (STBG-U)	Federal	CON	\$0	\$788,726	\$0	\$0	\$788,726
LOCAL	Local	CON	\$0	\$197,431	\$0	\$0	\$197,431
MoDOT	State	CON	\$0	\$162,749	\$0	\$0	\$162,749
Totals			\$848,000	\$2,055,904	\$0	\$0	\$2,903,904

Notes

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

Prior Cost	\$553,060
Future Cost	\$0
Total Cost	\$3,456,964



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # OK1401-17A2 **INTERSECTION IMPROVEMENTS AT JACKSON AND NN**

Route Rte. 14 (Jackson)

From Rte. 14

To at Rte. NN

Location City of Ozark

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3015

Federal ID # 0141029



Project Description

Intersection improvements at Jackson Street and Rte. NN in Ozark.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$110,400	\$204,800	\$0	\$0	\$315,200
MoDOT	State	ENG	\$27,600	\$51,200	\$0	\$0	\$78,800
FHWA (STBG)	Federal	CON	\$0	\$906,198	\$0	\$0	\$906,198
FHWA (STBG-U)	Federal	CON	\$0	\$1,101,726	\$0	\$0	\$1,101,726
LOCAL	Local	CON	\$0	\$275,431	\$0	\$0	\$275,431
MoDOT	State	CON	\$0	\$226,549	\$0	\$0	\$226,549
Totals			\$138,000	\$2,765,904	\$0	\$0	\$2,903,904

Notes

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

Prior Cost	\$553,060
Future Cost	\$0
Total Cost	\$3,456,964

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY												
PROJECT	FHWA (STBG-U)			FHWA (SAFETY)			FHWA (BRIDGE)			Federal		
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA
Local												
State												
ModDOT ModDOT-GCSA ModDOT-AC SEMA												
TOTAL												
2018												
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0
CO0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$0
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1701	\$0	\$0	\$0	\$457,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1702	\$0	\$196,000	\$0	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1801	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0
CC1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1403-18A1	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1801	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0
GR1801-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0
GR1701	\$0	\$0	\$0	\$885,000	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0
GR1703	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
GR1704	\$0	\$0	\$0	\$15,200	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0
GR1705	\$0	\$0	\$0	\$415,200	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0
GR1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0
GR1707-17A6	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0
GR1801-18	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$0
GR1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$247,200	\$0	\$0
GR1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0
MO105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$759,200	\$0	\$0
MO1616	\$0	\$0	\$0	\$790,400	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0
MO1705-18AM3	\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
MO1708	\$0	\$1,800	\$0	\$105,600	\$0	\$0	\$0	\$0	\$0	\$26,400	\$0	\$0
MO1709	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0
MO1710-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,300	\$0	\$0
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1712	\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,800	\$0	\$0
MO1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
MO1714	\$0	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0
MO1716	\$315,000	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
MO1717	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0
MO1720	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0
MO1721	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
MO1722	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0
MO1803-18	\$0	\$900	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0
MO1804-18	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$21,900	\$103,500	\$0
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$580,000	\$197,100	\$0
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0
MO1807-18	\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
MO1808-18	\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$17,200	\$0	\$0
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,400	\$0	\$0
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,600	\$0	\$0
NX1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,000	\$0	\$0
NX1801-17A2	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK1401-18AM4	\$313,000	\$0	\$0	\$365,600	\$0	\$0	\$0	\$0	\$0	\$78,000	\$0	\$0
OK1701	\$0	\$0	\$0	\$3,688,000	\$0	\$0	\$0	\$0	\$0	\$40,400	\$0	\$0
OK1702	\$0	\$0	\$0	\$5,981,600	\$0	\$0	\$0	\$0	\$0	\$204,924	\$0	\$0
OK1703	\$0	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$0	\$1,495,400	\$0	\$0
OK1801-17A2	\$1,716,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$0	\$0
OK1802-17A5	\$626,722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,959	\$489,626	\$0	\$0
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0
RG0301-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0
RP1701	\$0	\$0	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0
RP1702	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,800	\$0	\$0
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
FY 2018 continued on next page												

Roadways

Ozarks Transportation Organization

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														State			
PROJECT	Federal													Local		ModDOT	
	FIWA (STBG-U)	FIWA (SAFETY)	FIWA (BRIDGE)	FIWA (STBG)	FIWA (U/M)	FIWA (130)	FIWA (NHS)	FIWA (BRM)	FIWA (BRO)	FIWA (NHPP)	FIWA (HPP)	FEMA	LOCAL	LOCAL	ModDOT	ModDOT-GCSA	SEMA
2019 continued																	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0
MO1805-18	\$0	\$0	\$0	\$1,364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0
NX17101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221,600	\$0	\$0	\$0	\$0	\$55,400	\$0	\$0
NX17102	\$0	\$0	\$0	\$5,335,200	\$0	\$0	\$0	\$0	\$0	\$256,800	\$0	\$0	\$0	\$0	\$1,398,000	\$0	\$0
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,148,800	\$0	\$0	\$0	\$0	\$1,037,200	\$0	\$0
NX1801-17A2	\$848,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,114	\$0	\$0	\$212,121	\$186,279	\$0	\$0	\$0
NX1802-18	\$290,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,732	\$0	\$0	\$0	\$0
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,800	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0
OK1401-18AM4	\$788,726	\$0	\$0	\$855,788	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,431	\$213,949	\$0	\$0	\$2,055,904
OK1701	\$0	\$835,000	\$0	\$3,897,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,375	\$1,183,200	\$0	\$0	\$5,916,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$0	\$160,498	\$135,375	\$0	\$26,750	\$0	\$654,868
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$28,600	\$0	\$0	\$143,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,040	\$65,784	\$0	\$0	\$2,000
RP1801-18AM1	\$592,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$7,000	\$0	\$1,623,040
RP1802-18	\$772,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$35,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$14,000
RP1807-18	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0
SP1419-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460,400	\$0	\$0	\$0	\$112,600	\$0	\$0	\$563,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,011,200	\$0	\$0	\$0	\$1,502,800	\$0	\$0	\$7,514,000
SP1707	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1807-18	\$0	\$0	\$73,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0
SP1809-18	\$0	\$1,774,800	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$197,200	\$0	\$1,972,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0
SP1818-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0
SP1901-18	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$20,000	\$100,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WI1801-18	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
SUBTOTAL	\$3,197,578	\$3,482,056	\$73,600	\$27,327,998	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,997,114	\$0	\$0	\$160,498	\$1,152,682	\$10,893,412	\$20,000	\$26,750
2020																	
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,800	\$0	\$0	\$0	\$0	\$165,200	\$0	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0
CC1601	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313,600	\$0	\$0	\$0	\$0	\$78,400	\$0	\$0
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$280,000	\$0	\$2,000	\$0	\$392,000
GR1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1703	\$0	\$0	\$0	\$113,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,400	\$0	\$1,400,000
GR1704	\$0	\$242,000	\$0	\$417,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$824,000
GR1707-17A6	\$0	\$0	\$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	\$0	\$0	\$0	\$2,500	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745,600	\$0	\$0	\$0	\$0	\$686,400	\$0	\$3,432,000
GR1805-18	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$54,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0
FY 2020 continued on next page																	

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY		Federal													Local		State			
PROJECT	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL		
2020 Continued																				
MO1710-17A2	\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416,000	\$0	\$0	\$2,080,000		
MO1711	\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087,400	\$0	\$0	\$5,437,000		
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000		
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000		
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000		
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000		
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000		
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000		
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000		
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$17,900	\$0	\$0	\$179,000			
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,800	\$0	\$0	\$1,004,000			
MO1806-18	\$0	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$1,801,000			
MO2001-18	\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900		
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$1,126,000			
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$7,973,000			
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000			
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000			
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$205,000			
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000			
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000			
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000			
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000			
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000			
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$463,200	\$0	\$0	\$2,316,000			
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$841,600	\$1,052,000			
SP1401	\$0	\$0	\$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	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000			
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000			
SP1707	\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$740,000			
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,800	\$0	\$0	\$0	\$224,200	\$0	\$0	\$1,121,000			
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000			
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,000	\$0	\$0	\$0	\$166,000	\$0	\$0	\$830,000			
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000			
SP1802-18	\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0	\$982,000			
SP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$1,679,000			
SP1805-18	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$2,450,000			
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$4,800	\$0	\$0	\$24,000			
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$13,000			
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000			
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000			
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$364,000	\$7,310,900	\$0	\$841,600	\$39,645,900			
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,886,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,645,900		

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																		
PROJECT	Federal										Local		State		TOTAL			
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (T30)	FHWA (NHIS)	FHWA (BRM)	FHWA (NHPPI)	FHWA (RPP)	FEMA	LOCAL	MODOT	MoDOT-GCSA		MoDOT-AC	SEMA	
2021																		
CG1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$0	\$98,400	\$0	\$0	\$4,492,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000	
MO1712	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000	
MO1714	\$0	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0	\$1,168,800	\$0	\$0	\$0	\$5,844,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$29,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000	
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
MO2001-18	\$0	\$54,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,100	\$6,100	\$0	\$0	\$0	\$156,100	
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,492,000	\$0	\$0	\$85,000	\$0	\$223,000	\$0	\$0	\$3,115,000	
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$6,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$550,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$20,000	
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$11,082,400	\$0	\$0	\$180,100	\$3,137,600	\$0	\$0	\$0	\$15,122,100	
GRAND TOTAL	\$13,636,758	\$10,298,556	\$860,800	\$54,252,400	\$2,584,700	\$180,000	\$6,400	\$963,132	\$1,053,926	\$54,631,856	\$172,980	\$740,892	\$4,444,965	\$30,752,402	\$20,000	\$1,153,400	\$123,489	\$176,656,776

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source																							State Operations and Maintenance	Other	MoDOT Programmed Funds	Local	TOTAL Federal Funds	FEMA	HPP	NHPP	BRO	BRM	NHS	130	IM	STBG	Bridge	Safety	STBG-J	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
2018 Funds Programmed																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,000	\$54,679,300	\$49,650,800	\$44,779,200	\$191,960,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,827	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
TOTAL AVAILABLE FUNDING	\$19,440,885	\$53,199,816	\$65,618,583	\$60,784,613	\$55,865,107	\$254,909,005
Prior Year Funding	\$19,440,885	\$19,440,885	\$19,440,885	\$19,440,885	\$19,440,885	\$19,440,885
Programmed State and Federal Funding						
TOTAL REMAINING	\$19,440,885	\$7,481,923	\$7,540,039	\$23,754,906	\$59,500,210	\$59,500,210

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.

Table G.9 Local Share Financial Capacity	2018	2019	2020	2021
City of Battlefield				
Total Available Revenue	\$360,015.00	\$360,015.00	\$360,015.00	\$360,015.00
Carryover Balance from Prior Year	--	\$232,147.66	\$589,373.09	\$946,556.69
Estimated Operations and Maintenance Expenditures	(\$2,748.34)	(\$2,789.57)	(\$2,831.41)	(\$2,873.88)
Estimated TIP Project Expenditures	(\$125,119.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$232,147.66	\$589,373.09	\$946,556.69	\$1,303,697.81
City of Nixa				
Total Available Revenue (prior reserves included)	\$2,056,181.00	\$2,056,181.00	\$2,056,181.00	\$2,056,181.00
Carryover Balance from Prior Year	--	\$2,012,172.93	\$3,479,136.74	\$5,470,950.59
Estimated Operations and Maintenance Expenditures	(\$30,408.07)	(\$30,864.19)	(\$31,327.15)	(\$31,797.06)
Estimated TIP Project Expenditures	(\$13,600.00)	(\$558,353.00)	(\$33,040.00)	(\$32,032.00)
Amount Available for Local Projects	\$2,012,172.93	\$3,479,136.74	\$5,470,950.59	\$7,463,302.52
City of Ozark				
Total Available Revenue	\$1,801,372.00	\$1,801,372.00	\$1,801,372.00	\$1,801,372.00
Carryover Balance from Prior Year	--	\$539,028.50	\$1,946,071.80	\$3,684,998.25
Estimated Operations and Maintenance Expenditures	(\$60,613.50)	(\$61,522.70)	(\$62,445.54)	(\$63,382.23)
Estimated TIP Project Expenditures	(\$1,201,730.00)	(\$332,806.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$539,028.50	\$1,946,071.80	\$3,684,998.25	\$5,422,988.03
City of Republic				
Total Available Revenue	\$1,866,106.00	\$1,866,106.00	\$1,866,106.00	\$1,866,106.00
Carryover Balance from Prior Year	--	\$989,700.84	\$2,665,761.12	\$4,338,970.72
Estimated Operations and Maintenance Expenditures	(\$187,237.16)	(\$190,045.72)	(\$192,896.40)	(\$195,789.85)
Estimated TIP Project Expenditures	(\$689,168.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$989,700.84	\$2,665,761.12	\$4,338,970.72	\$6,009,286.87
City of Springfield				
Total Available Revenue	\$24,677,635.00	\$24,677,635.00	\$24,677,635.00	\$24,677,635.00
Carryover Balance from Prior Year	--	\$21,630,740.04	\$43,419,135.36	\$65,407,801.84
Estimated Operations and Maintenance Expenditures	(\$2,529,513.96)	(\$2,567,456.67)	(\$2,605,968.52)	(\$2,645,058.05)
Estimated TIP Project Expenditures	(\$1,017,381.00)	(\$321,783.00)	(\$83,000.00)	(\$85,000.00)
Amount Available for Local Projects	\$21,130,740.04	\$43,419,135.36	\$65,407,801.84	\$87,355,378.79

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.B.

Amendment Number Four to the FY 2018-2021 Transportation Improvement Program

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

AGENDA DESCRIPTION:

Two changes are proposed for Amendment Number Four to the FY 2018-2021 Transportation Improvement Program.

1. ***Revised*** Campbell and Republic Road Intersection (SP1818-18A4)
Adding Right-of-Way, Utilities and Construction to the Engineering already programmed for the cost share project at Campbell and Republic Road intersection, with a new total programmed cost of \$4,105,000.
2. ***New*** Republic Road Lane Widening (SP1902-18A4)
Adding Construction for the widening of Republic Road between Campbell and Chase in FY 2019 for a total programmed amount of \$1,500,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Four to the Board of Directors.”

OR

“Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Four to the Board of Directors with the following changes...”



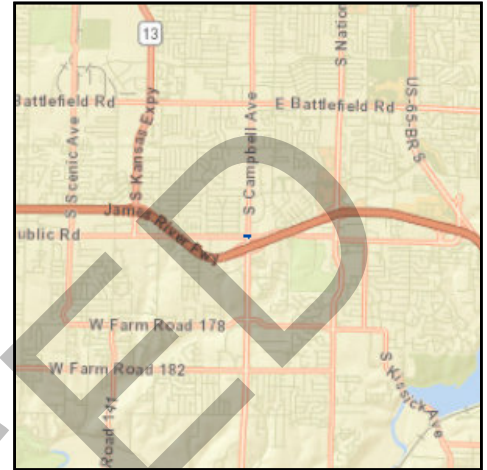
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

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



Project Description

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

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$4,000	\$0	\$0	\$8,000
MoDOT	State	ENG	\$1,000	\$1,000	\$0	\$0	\$2,000
FHWA (STBG)	Federal	UTIL	\$0	\$91,585	\$0	\$0	\$91,585
FHWA (STBG-U)	Federal	UTIL	\$0	\$68,415	\$0	\$0	\$68,415
LOCAL	Local	UTIL	\$0	\$17,104	\$0	\$0	\$17,104
MoDOT	State	UTIL	\$0	\$22,896	\$0	\$0	\$22,896
FHWA (STBG)	Federal	ROW	\$686,886	\$0	\$0	\$0	\$686,886
FHWA (STBG-U)	Federal	ROW	\$513,114	\$0	\$0	\$0	\$513,114
LOCAL	Local	ROW	\$128,278	\$0	\$0	\$0	\$128,278
MoDOT	State	ROW	\$171,722	\$0	\$0	\$0	\$171,722
FHWA (STBG)	Federal	CON	\$0	\$1,096,729	\$0	\$0	\$1,096,729
FHWA (STBG-U)	Federal	CON	\$0	\$819,271	\$0	\$0	\$819,271
LOCAL	Local	CON	\$0	\$204,818	\$0	\$0	\$204,818
MoDOT	State	CON	\$0	\$274,182	\$0	\$0	\$274,182
Totals			\$1,505,000	\$2,600,000	\$0	\$0	\$4,105,000

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$4,105,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1818-18A2 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

Route Campbell Avenue

From Campbell Avenue

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

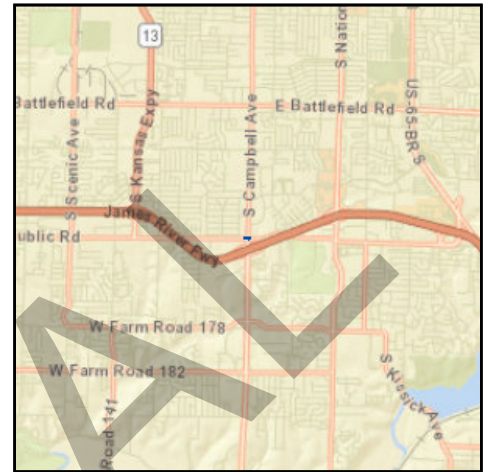
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087C

Federal ID #

Project Description

Review of design for intersection improvements.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$4,000	\$4,000	\$0	\$0	\$8,000
MoDOT	State	ENG	\$1,000	\$1,000	\$0	\$0	\$2,000
Totals			\$5,000	\$5,000	\$0	\$0	\$10,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$10,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route Republic Road

From Campbell

To Chase

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #

Project Description

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

No Map
Available

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG-U)	Federal	CON	\$0	\$1,200,000	\$0	\$0	\$1,200,000
LOCAL	Local	CON	\$0	\$300,000	\$0	\$0	\$300,000
Totals			\$0	\$1,500,000	\$0	\$0	\$1,500,000

Notes

Non-Federal Funding Source: City of Springfield Sales Tax

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

Roadways

FY 2018 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																	
PROJECT	Federal										Local		State		TOTAL		
	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FEWA	LOCAL	MODOT	MODOT-GCSA		MODOT-AC	SEMA
2018 Continued																	
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$0	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$0	\$125,000
SP1106	\$154,525	\$0	\$0	\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,631	\$69,221	\$0	\$0	\$0	\$539,259
SP1112	\$1,110,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$166,134	\$0	\$748,373	\$0	\$0	\$0	\$3,908,000
SP1122	\$0	\$0	\$0	\$1,115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$253,000	\$0	\$0	\$0	\$1,265,000
SP1209	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960	\$0	\$0	\$0	\$0	\$4,800
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$30,400	\$0	\$0	\$0	\$152,000
SP1419-18A1	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$160,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$78,800	\$0	\$0	\$0	\$394,000
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$27,000	\$0	\$0	\$0	\$135,000
SP1707	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1803-18	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1804-18	\$0	\$0	\$0	\$620,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$775,000
SP1805-18	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
SP1806-18	\$0	\$0	\$0	\$0	\$851,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,600	\$0	\$0	\$0	\$946,000
SP1807-18	\$0	\$184,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,500	\$0	\$0	\$0	\$205,000
SP1808-18AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,944	\$6,856	\$0	\$13,200	\$0	\$0	\$0	\$66,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1810-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,742,400	\$0	\$0	\$435,600	\$0	\$0	\$0	\$2,178,000
SP1811-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1812-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1813-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$436,800	\$0	\$0	\$0	\$2,184,000
SP1814-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$53,000	\$0	\$0	\$0	\$265,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$15,000	\$0	\$0	\$0	\$0	\$75,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
SP1818-18A4	\$513,114	\$0	\$0	\$686,886	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$128,278	\$172,722	\$0	\$0	\$0	\$1,505,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
WI1801-18	\$0	\$0	\$0	\$532,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$0	\$0	\$665,000
SUBTOTAL	\$9,160,294	\$4,047,800	\$1,600	\$18,518,088	\$981,200	\$0	\$0	\$894,959	\$14,665,942	\$172,990	\$580,494	\$2,876,461	\$9,582,212	\$0	\$300,600	\$96,749	\$61,879,389
2019																	
BA1801-18	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
CC1601	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$1,240,800	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$310,200	\$0	\$0	\$0	\$1,551,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
GR1403-18A1	\$0	\$0	\$0	\$7,634,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0	\$0	\$9,543,000
GR1701	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR1703	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
GR1704	\$0	\$0	\$0	\$225,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,400	\$0	\$0	\$0	\$377,000
GR1705	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,200	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
GR1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$0	\$181,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,800	\$0	\$0	\$0	\$639,000
MO1711	\$0	\$0	\$0	\$511,200	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1717	\$324,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000	\$117,800	\$0	\$0	\$0	\$994,000
FY 2019 continued on next page																	

FY 2019 continued on next page

Roadways

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY		Federal														Local		State			
PROJECT	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL			
2020 Continued																					
MO1710-17A2	\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416,000	\$0	\$0	\$0	\$2,080,000		
MO1711	\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087,400	\$0	\$0	\$0	\$5,437,000		
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000		
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$0	\$8,400	\$0	\$0	\$0	\$42,000		
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000		
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000		
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000		
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000		
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000		
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$0	\$179,000			
MO1804-18	\$332,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$117,800	\$0	\$0	\$0	\$1,004,000			
MO1806-18	\$0	\$0	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$0	\$1,801,000			
MO2001-18	\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900			
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$1,126,000			
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$0	\$7,973,000			
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000			
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000			
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$0	\$205,000			
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000			
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000			
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000			
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000			
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000			
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$463,200	\$0	\$0	\$0	\$2,316,000			
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$841,600	\$0	\$1,092,000			
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000			
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000			
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000			
SP1707	\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$0	\$740,000			
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,200	\$0	\$0	\$0	\$1,121,000			
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,800	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000			
SP1710	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000			
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,000	\$0	\$0	\$0	\$166,000	\$0	\$0	\$0	\$830,000			
SP1802-18	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000			
SP1803-18	\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$196,400	\$0	\$0	\$0	\$982,000			
SP1805-18	\$0	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$0	\$1,679,000			
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$2,450,000			
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000			
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000			
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000			
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000			
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,886,400	\$0	\$0	\$364,000	\$7,310,900	\$841,600	\$0	\$0	\$39,645,900			

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																		
		Federal										Local		State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (T30)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEWA	LOCAL	MODOT	MODOT-GCSA	MODOT-AC	SEMA	TOTAL
2021																		
CG1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CG1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$98,400	\$0	\$0	\$0	\$4,492,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1712	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
MO1714	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0	\$1,168,800	\$0	\$0	\$0	\$5,844,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO2001-18	\$0	\$54,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,100	\$6,100	\$0	\$0	\$0	\$156,100
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0	\$0	\$0	\$425,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,482,000	\$0	\$0	\$0	\$623,000	\$0	\$0	\$0	\$3,115,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$6,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$6,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$550,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$180,100	\$3,137,600	\$0	\$0	\$0	\$15,122,100
GRAND TOTAL		\$16,237,558	\$10,288,556	\$860,800	\$56,127,600	\$2,564,700	\$180,000	\$963,132	\$1,053,926	\$54,631,856	\$172,990	\$740,992	\$5,095,165	\$31,221,202	\$20,000	\$1,153,400	\$123,489	\$181,451,776

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source																				State Operations and Maintenance	Other	MoDOT Programmed Funds	Local	TOTAL Federal Funds	FEMA	HPP	NHPP	BRO	BRM	NHS	130	IM	STBG	Bridge	Safety	STBG-U	TOTAL
2018 Funds Programmed	\$9,160,294	\$4,047,800	\$1,600	\$18,518,088	\$981,200	\$0	\$0	\$894,959	\$14,665,942	\$172,990	\$580,494	\$49,023,367	\$2,876,461	\$9,882,812	\$96,749	\$4,779,389															\$66,658,778							
2019 Funds Programmed	\$5,285,264	\$3,492,056	\$73,600	\$28,516,312	\$54,400	\$0	\$963,132	\$158,967	\$12,997,114	\$0	\$160,488	\$51,881,343	\$1,674,604	\$11,221,690	\$26,750	\$4,851,080															\$69,655,467							
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$15,886,400	\$0	\$0	\$31,129,400	\$364,000	\$8,152,500	\$0	\$4,923,846															\$44,569,746							
2021 Funds Programmed	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$11,082,400	\$0	\$0	\$11,804,400	\$180,100	\$3,137,600	\$0	\$4,997,704															\$20,119,804							
Total	\$16,237,558	\$10,298,556	\$860,800	\$56,127,600	\$2,564,700	\$180,000	\$6,400	\$963,132	\$54,631,856	\$172,990	\$740,992	\$143,838,510	\$5,095,165	\$32,394,602	\$123,499	\$19,552,019															\$201,003,795							

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,000	\$54,679,300	\$49,650,800	\$44,779,200	\$191,960,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,877	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
TOTAL AVAILABLE FUNDING	\$19,440,885	\$53,199,816	\$65,618,583	\$60,784,613	\$55,865,107	\$254,909,005
Prior Year Funding	\$19,440,885	\$5,981,923	\$1,945,039	\$1,945,039	\$18,159,906	—
Programmed State and Federal Funding	(\$66,658,778)	(\$69,655,467)	(\$44,569,746)	(\$44,569,746)	(\$20,119,804)	(\$201,003,795)
TOTAL REMAINING	\$19,440,885	\$5,981,923	\$1,945,039	\$18,159,906	\$53,905,210	\$53,905,210

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.

STATE AND FEDERAL

Table G.1 Summary	2018	2019	2020	2021
MoDOT State/Federal Funding	\$42,086,000	\$54,196,000	\$47,070,000	\$44,496,000

Table G.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2017	\$18,374,028.80	\$177,539.91	\$963,132	\$0	\$538,417	\$112,208
Anticipated Allocation FY2018	\$5,968,826.82	\$409,133.12	\$0	\$2,635,650	\$273,197	\$252,962
Anticipated Allocation FY2019	\$6,088,203.36	\$417,315.78	\$0	\$2,688,363	\$278,989	\$259,691
Anticipated Allocation FY2020	\$6,209,967.42	\$425,662.10	\$0	\$2,742,130	\$284,903	\$416,564
Anticipated Allocation FY2021	\$6,088,203.36	\$434,175.34	\$0	\$2,796,972	\$290,601	\$371,895
Total Anticipated Allocation	\$24,355,200.96	\$1,686,286.34	\$0.00	\$10,863,115	\$1,127,690	\$1,301,112
Programmed through FY2021	(\$18,998,328.00)	(\$0.00)	(\$963,132)	(10,863,115)	(\$1,553,096)	(\$1,384,873)
Estimated Carryover Balance Through FY 2021	\$23,730,903.76	\$1,863,826.25	\$0	\$0	\$113,011	\$28,447

LOCAL

Table G.3 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections					
	2018	2019	2020	2021	TOTAL
Christian	\$1,487,735	\$1,487,735	\$1,487,735	\$1,487,735	\$5,950,940
Greene	\$3,650,141	\$3,650,141	\$3,650,141	\$3,650,141	\$14,600,564
Battlefield	\$220,015	\$220,015	\$220,015	\$220,015	\$880,060
Nixa	\$748,681	\$748,681	\$748,681	\$748,681	\$2,994,724
Ozark	\$701,372	\$701,372	\$701,372	\$701,372	\$2,805,488
Republic	\$580,580	\$580,580	\$580,580	\$580,580	\$2,322,320
Springfield	\$6,277,635	\$6,277,635	\$6,277,635	\$6,277,635	\$25,110,540
Strafford	\$92,808	\$92,808	\$92,808	\$92,808	\$371,232
Willard	\$208,129	\$208,129	\$208,129	\$208,129	\$832,516
TOTAL	\$13,967,096	\$13,967,096	\$13,967,096	\$13,967,096	\$55,868,384

Table G.4 Local Tax Revenue Projections					
	2018	2019	2020	2021	TOTAL
Christian County two 1/2-cent	\$3,800,000	\$3,800,000	\$3,800,000	\$3,800,000	\$15,200,000
Christian County Property Tax	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Greene County Sales Tax	\$13,413,500	\$13,413,500	\$13,413,500	\$13,413,500	\$53,654,000
Greene County Property Tax	\$5,177,105	\$5,177,105	\$5,177,105	\$5,177,105	\$20,708,420
City of Battlefield ½-cent	\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
City of Nixa 1/2-cent	\$1,307,500	\$1,307,500	\$1,307,500	\$1,307,500	\$5,230,000
City of Ozark 3/8-cent	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$4,400,000
City of Republic 1/2-cent	\$1,175,626	\$1,175,626	\$1,175,626	\$1,175,626	\$4,702,504
City of Springfield 1/8-cent	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$22,000,000
City of Springfield 1/4-cent	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$44,000,000
City of Willard 1/2-cent	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
TOTAL	\$43,028,731	\$43,028,731	\$43,028,731	\$43,028,731	\$172,114,924

Table G.9 Local Share Financial Capacity	2018	2019	2020	2021
City of Battlefield				
Total Available Revenue	\$360,015.00	\$360,015.00	\$360,015.00	\$360,015.00
Carryover Balance from Prior Year	--	\$232,147.66	\$589,373.09	\$946,556.69
Estimated Operations and Maintenance Expenditures	(\$2,748.34)	(\$2,789.57)	(\$2,831.41)	(\$2,873.88)
Estimated TIP Project Expenditures	(\$125,119.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$232,147.66	\$589,373.09	\$946,556.69	\$1,303,697.81
City of Nixa				
Total Available Revenue (prior reserves included)	\$2,056,181.00	\$2,056,181.00	\$2,056,181.00	\$2,056,181.00
Carryover Balance from Prior Year	--	\$2,012,172.93	\$3,479,136.74	\$5,470,950.59
Estimated Operations and Maintenance Expenditures	(\$30,408.07)	(\$30,864.19)	(\$31,327.15)	(\$31,797.06)
Estimated TIP Project Expenditures	(\$13,600.00)	(\$558,353.00)	(\$33,040.00)	(\$32,032.00)
Amount Available for Local Projects	\$2,012,172.93	\$3,479,136.74	\$5,470,950.59	\$7,463,302.52
City of Ozark				
Total Available Revenue	\$1,801,372.00	\$1,801,372.00	\$1,801,372.00	\$1,801,372.00
Carryover Balance from Prior Year	--	\$539,028.50	\$1,946,071.80	\$3,684,998.25
Estimated Operations and Maintenance Expenditures	(\$60,613.50)	(\$61,522.70)	(\$62,445.54)	(\$63,382.23)
Estimated TIP Project Expenditures	(\$1,201,730.00)	(\$332,806.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$539,028.50	\$1,946,071.80	\$3,684,998.25	\$5,422,988.03
City of Republic				
Total Available Revenue	\$1,866,106.00	\$1,866,106.00	\$1,866,106.00	\$1,866,106.00
Carryover Balance from Prior Year	--	\$989,700.84	\$2,665,761.12	\$4,338,970.72
Estimated Operations and Maintenance Expenditures	(\$187,237.16)	(\$190,045.72)	(\$192,896.40)	(\$195,789.85)
Estimated TIP Project Expenditures	(\$689,168.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$989,700.84	\$2,665,761.12	\$4,338,970.72	\$6,009,286.87
City of Springfield				
Total Available Revenue	\$24,677,635.00	\$24,677,635.00	\$24,677,635.00	\$24,677,635.00
Carryover Balance from Prior Year	--	\$21,002,462.04	\$42,268,935.37	\$64,257,601.85
Estimated Operations and Maintenance Expenditures	(\$2,529,513.96)	(\$2,567,456.67)	(\$2,605,968.52)	(\$2,645,058.05)
Estimated TIP Project Expenditures	(\$1,145,659.00)	(\$843,705.00)	(\$83,000.00)	(\$85,000.00)
Amount Available for Local Projects	\$21,002,462.04	\$42,268,935.37	\$64,257,601.85	\$86,205,178.80

Table G.9 Local Share Financial Capacity	2018	2019	2020	2021
City of Strafford				
Total Available Revenue	\$111,308.00	\$111,308.00	\$111,308.00	\$111,308.00
Carryover Balance from Prior Year	--	\$110,008.83	\$220,018.67	\$330,009.04
Estimated Operations and Maintenance Expenditures	(\$1,299.17)	(\$1,298.16)	(\$1,317.63)	(\$1,337.40)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$110,008.83	\$220,018.67	\$330,009.04	\$439,979.64
City of Willard				
Total Available Revenue	\$560,798.00	\$488,528.00	\$488,528.00	\$488,528.00
Carryover Balance from Prior Year	--	\$193,273.60	\$641,028.65	\$1,088,172.10
Estimated Operations and Maintenance Expenditures	(\$40,170.40)	(\$40,772.95)	(\$41,384.55)	(\$42,005.32)
Estimated TIP Project Expenditures	(\$327,354.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$193,273.60	\$641,028.65	\$1,088,172.10	\$1,534,694.78
Christian County				
Total Available Revenue	\$5,487,735.00	\$5,487,735.00	\$5,487,735.00	\$5,487,735.00
Carryover Balance from Prior Year	--	\$5,450,902.12	\$10,901,251.75	\$16,351,040.59
Estimated Operations and Maintenance Expenditures	(\$36,832.88)	(\$37,385.37)	(\$37,946.15)	(\$38,515.35)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,450,902.12	\$10,901,251.75	\$16,351,040.59	\$21,800,260.25
Greene County				
Total Available Revenue	\$22,240,746.00	\$22,240,746.00	\$22,240,746.00	\$22,240,746.00
Carryover Balance from Prior Year	--	\$22,039,691.42	\$44,172,837.48	\$66,024,384.53
Estimated Operations and Maintenance Expenditures	(\$105,024.58)	(\$106,599.95)	(\$108,198.94)	(\$109,821.93)
Estimated TIP Project Expenditures	(\$96,030.00)	(\$1,000.00)	(\$281,000.00)	\$0.00
Amount Available for Local Projects	\$22,039,691.42	\$44,172,837.48	\$66,024,384.53	\$88,155,308.60
City Utilities				
Total Available Revenue	\$9,982,874.00	\$9,250,000.00	\$9,662,000.00	\$10,644,000.00
Estimated Operations and Maintenance Expenditures	(\$4,420,257.00)	(\$4,686,567.00)	(\$4,791,915.00)	(\$4,831,945.00)
Available for TIP Project Expenditures	\$5,562,617.00	\$4,563,433.00	\$4,870,085.00	\$5,812,055.00
Carryover from Prior Year	--	\$832,759.00	630,953.00	\$464,821.00
Estimated TIP Project Expenditures	(\$4,729,858.00)	(\$4,765,239.00)	(\$5,036,217.00)	(\$6,024,249.00)
Amount Available for Local Projects	\$832,759.00	\$630,953.00	\$464,821.00	\$252,627.00

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.C.

Transportation Performance Management Agreement

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Recent transportation law requires state departments of transportation, metropolitan planning organizations, and public transportation agencies to develop an agreement which outlines responsibilities in determining and implementing performance measure target setting and reporting. MoDOT, Missouri MPOs, and transit agencies from around the state have developed an agreement which defines the role of each agency. This template has been used to establish the agreement included in the Agenda between MoDOT, the Ozarks Transportation Organization, and City Utilities of Springfield Transit. The agreement contains the following sections:

- I. Introduction
- II. Development and Sharing of Transportation Performance Management (TPM) Data
- III. Selection of Performance Targets
- IV. Reporting of Performance Targets
- V. Reporting of Progress towards Achieving Targets
- VI. Collection of Data for State Asset Management Plan

It is recognized that this agreement will need refinements in the future as additional guidance is released by the Federal Highway Administration and the Federal Transportation Administration regarding the implementation of the FAST Act. Staff is requesting that the Executive Director be able to continue signing for those updates as they occur.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend approval of the Transportation Performance Management Agreement to the Board of Directors and allowing the Executive Director to administratively approve minor changes.”

OR

“Move to recommend approval of the Transportation Performance Management Agreement to the Board of Directors and allowing the Executive Director to administratively approve minor changes, but with the following changes, recognizing the agreement would need to be resigned by City Utilities of Springfield Transit...”

Missouri Department of Transportation (MoDOT)

Transportation Performance Management Planning Agreement

I. Introduction

The provisions contained in this document respond to requirements in 23 CFR 450.314 (h): *The Metropolitan Planning Organizations (MPOs), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plans for the National Highway System (NHS) for each of the following circumstances: When one MPO serves an urbanized area (UZA), when more than one MPO serves an UZA, and when a Metropolitan Planning Area (MPA) includes an UZA that has been designated as a Transportation Management Area (TMA) as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.*

This document is separate from the Metropolitan Planning Agreement. Adoption and amendments shall be approved by:

- a. Missouri Department of Transportation: Chief Engineer or designee (Machelle Watkins, Transportation Planning Director)
- c. Metropolitan Planning Organization: Executive Director or designee
- d. Public Transportation Agency: Director of Transit or designee

II. Development and Sharing of Transportation Performance Management (TPM) Data

Data provided by MoDOT will meet the Fixing America's Surface Transportation (FAST) Act requirements.

- a. Safety Data - MoDOT will provide safety data for the FAST Act safety performance measures to MPOs through the safety data file posted to the MoDOT MPO Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by December 31, which will be added to the existing safety data for prior years.
- b. Transit Data –
 - i. Public transportation agencies that are part of the MoDOT Transit Asset Management (TAM) Plan will provide transit data by asset class for the FAST Act transit performance measures annually to MoDOT for the prior state fiscal year (July 1 – June 30) by July 31.
 - ii. Public transportation agencies and MPOs creating their own TAM Plan will provide transit data by asset class for the FAST Act transit performance measures in the TAM Plan. The TAM Plan will be shared with MoDOT and MPOs in their transit regions within 4 months of the public transportation agency's fiscal year end.
- c. Pavement Data - MoDOT will provide pavement data for the FAST Act pavement performance measures to MPOs through the pavement data file posted to the MoDOT MPO Collaboration

website. MoDOT will provide statewide and MPO data for the prior calendar year by July 1, which will be added to the existing pavement data for prior years.

- d. Bridge Data - MoDOT will provide bridge data for the FAST Act bridge performance measures to MPOs through the bridge data file posted to the MoDOT MPO Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by July 1, which will be added to the existing bridge data for prior years.
- e. Reliability Data - MoDOT will provide reliability data for the FAST Act reliability performance measures to MPOs through the Federal Highway (FHWA) National Performance Management Research Data Set (NPMRDS) data, with the reliability data file posted to the MoDOT MPO Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by May 1, which will be added to the existing reliability data for prior years.
- f. Greenhouse Gas (GHG) Data - MoDOT will provide GHG data for the FAST Act GHG performance measure to MPOs through the GHG data file posted to the MoDOT MPO Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by December 31, which will be added to the existing GHG data for prior years.
- g. Congestion Data - MoDOT will provide congestion data for the FAST Act congestion performance measures to MPOs through the FHWA NPMRDS data, with the congestion data file posted to the MoDOT MPO Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by May 1, which will be added to the existing congestion data for prior years.
- h. Emissions Data - EWG (East-West Gateway) will provide the emissions data for the FAST Act emissions performance measure to MoDOT through the emissions data file posted to the MoDOT MPO Collaboration website. EWG will provide data for their region for the prior state fiscal year by May 1, which will be added to the existing emissions data for prior years.
- i. Non-Single Occupancy Vehicle Travel Data - EWG will provide the American Community Survey (ACS) data for the FAST Act performance measure to MoDOT through the data file posted to the MoDOT MPO Collaboration website. EWG will provide data for their region for the prior state fiscal year by May 1, which will be added to the existing data for prior years.
- j. Freight Data - MoDOT will provide freight data for the FAST Act freight performance measure to MPOs through the FHWA NPMRDS data, with the freight data file posted to the MoDOT MPO Collaboration website. MoDOT will provide statewide and MPO data for the prior calendar year by May 1, which will be added to the existing freight data for prior years.

III. Selection of Performance Targets

- a. MoDOT will draft statewide performance targets for each of the FAST Act performance measures and coordinate with MPOs and public transportation agencies, as required by 23 CFR Parts 450 and 771, as well as 49 CFR Part 613. Coordination may include in-person meetings, conference calls, web meetings, and/or email communication. MPOs and public transportation agencies participating in the MoDOT TAM Plan will be given an opportunity to comment on the MoDOT statewide targets before they are established.

- b. MPOs will coordinate with MoDOT and/or the public transportation agencies when establishing MPO targets or supporting state targets. Coordination may include in-person meetings, conference calls, web meetings, and/or email communication. MoDOT and public transportation agencies will be given an opportunity to comment on the MPO targets. MPOs will establish performance targets by board action, or as designated by the board.
- c. Public transportation agencies and MPOs creating their own TAM Plan will coordinate with their respective MPO and MoDOT when establishing transit targets. Coordination may include in-person meetings, conference calls, web meetings, and/or email communication. MoDOT and the respective MPO will be given an opportunity to comment on the transit targets before they are established. MPOs and public transportation agencies will establish transit performance targets by board action, or as designated by the board.

IV. Reporting of Performance Targets

- a. MoDOT will notify MPOs and public transportation agencies by email when final statewide targets are established with transit targets communicated through the MoDOT TAM Plan. Public transportation agencies and MPOs creating their own TAM Plan will notify MPOs and MoDOT through their TAM Plan when transit targets are established. Subsequent updates to transit targets will be communicated by email to MoDOT, MPOs and public transportation agencies.
- b. MPO targets will be reported to MoDOT and/or public transportation agencies by email no later than 180 days after the date MoDOT, MPO or public transportation agencies establishes performance targets.
- c. MPOs and public transportation agencies to include in the email the board or committee action date, applicable board or committee document and targets established or supported.

V. Reporting of Progress towards Achieving Targets

- a. MoDOT will document progress towards achieving statewide performance targets and report that information to MPOs and/or public transportation agencies in the Long Range Transportation Plan (LRTP), Statewide Improvement Program (STIP), MoDOT TAM Plan, and FTA Annual Report by email.
- b. MPOs will document progress towards achieving performance targets and report that information to MoDOT and/or public transportation agencies in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) by email.
- c. Public transportation agencies and MPOs creating their own TAM Plan will document progress towards achieving transit targets and report that information to MoDOT and/or MPOs in their TAM Plan and FTA Annual Report by email.

VI. Collection of Data for State Asset Management Plan

- a. MoDOT will collect FAST Act asset management data (pavement and bridge condition data) on all NHS routes, regardless of ownership. MoDOT will post the pavement data file and the bridge data file to the MoDOT MPO Collaboration website by July 1, which will be added to the existing data for prior years.

Signature

Sara Fields
Executive Director
Ozarks Transportation Organization

Date

Signature

Machelle Watkins
Transportation Planning Director
Missouri Department of
Transportation

Date



Signature

Kelly Turner
Director of Transit
City Utilities of Springfield

3.2.2018

Date

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.D.

FY 2019 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

- Task 1 – OTO General Administration
- Task 2 – OTO Committee Support
- Task 3 – General Planning and Plan Implementation
- Task 4 – Project Selection and Programming
- Task 5 – OTO Transit Planning
- Task 6 – City Utilities Transit Planning (FTA 5307 funding for City Utilities)
- Task 7 – Special Studies and Projects
- Task 8 – Transportation Demand Management
- Task 9 – MoDOT Transportation Studies and Data Collection

The UPWP contains the proposed budget for FY 2019. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2018 and FY 2019 is shown below:

	<u>FY 2018</u>	<u>Proposed FY2019</u>
OTO Consolidated FHWA/FTA PL Funds	\$897,323	\$818,475
Local Jurisdiction Match Funds/In-Kind Match	\$74,331	\$54,619
<u>MoDOT "Direct Costs"</u>	<u>\$150,000</u>	<u>\$150,000</u>
Total OTO Revenue	\$1,121,654	\$1,023,094

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$241,953. City Utilities is providing the local match in the amount of \$60,488. The total budget amount for FY 2018 UPWP is \$1,325,535.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings
- Process Long Range Transportation Plan Amendments

- FY 2020 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Bicycle and Pedestrian Plan Implementation
- Christian County Bicycle Destination Plan
- Mapping and graphic support
- Financial Audit
- Annual Transportation Report Card
- Congestion Management Process Implementation
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2019-2022 Transportation Improvement Program
- Draft FY 2020-2023 Transportation Improvement Program
- MoDOT Statewide Transportation Improvement Program Prioritization
- Online Transportation Improvement Program Tool Maintenance
- Aerial Photography
- Website redesign

The UPWP Subcommittee met and voted to recommend the Draft FY 2019 UPWP to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend approval of the FY 2019 UPWP to the Board of Directors.”

OR

“Move to return to the UPWP Subcommittee to consider...”

Ozarks Transportation Organization

Unified Planning Work Program

FY 2019





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2019

(July 1, 2018 – June 30, 2019)

APPROVED BY OTO BOARD OF DIRECTORS: TBD

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

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

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

Or download it by going to www.ozarkstransportation.org.

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2019 (July 2018 - June 2019). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

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

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

http://ozarkstransportation.org/Documents/2017_Public_Participation_Plan.pdf

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

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

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

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

The Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015, authorized the federal surface transportation programs for highways, highway safety, transit and rail for the five-year period from 2016 through 2020. Through the goals of the long-range metropolitan plan, OTO is working in partnership with MoDOT and the OTO member jurisdictions to determine how that funding can be best programmed. OTO will be updating the Transportation Improvement Program this year, which will reflect these priority projects, as seen in Task 4.

Performance measurement is becoming more integrated into the OTO planning process. OTO has adopted Performance Measures related to transit and safety. OTO will work in coordination with MoDOT to set additional measures for the region. This work will fall into Task 3 and will continue in future years.

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

OTO’s work program for FY 2019 is poised to tackle existing and forthcoming transportation planning issues. Continued staff training and public outreach, as well as improved data collection and planning efforts, ensures the region can prepare for the ever-changing future.

With the adoption of *Transportation Plan 2040*, the Metropolitan Transportation Plan (MTP), in 2016, much work is underway. Implementation of the actions outlined in the MTP will continue in Fiscal Year 2019.

Community discussions have been increasing on how to provide transportation options, especially to the underprivileged. In addition, the Community Health Improvement Plan has outlined active transportation as a priority.

Most of the work undertaken by OTO recurs annually. This work includes preparation of the Transportation Improvement Program, work with committees, soliciting public involvement, and implementing the various plans adopted by the OTO.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the 2019 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts.

<i>Cost Category</i>	<i>Budgeted Amount FY 2019</i>
Aerial Photography	\$25,000
Travel Sensing & Travel Time Services Project	\$3,000
Audit	\$4,600
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,200
IT Maintenance Contract	\$10,000
Online TIP Tool Maintenance	\$9,600
Travel Demand Model Update	\$25,000
Transportation Consultant/Modeling Services	\$30,000
Website Redesign	\$30,000
Total Consultant Usage	\$165,400

Items to be purchased that exceed \$5,000

Aerial Photography - \$25,000
 IT maintenance Contract - \$10,000
 Online TIP Tool Maintenance - \$9,600
 Professional Services Fees - \$24,000
 Transportation Consultant/Modeling Services - \$30,000
 Travel Demand Model Update - \$25,000
 Website Redesign - \$30,000
 IT Maintenance Contract - \$10,000
 Rideshare Signs - \$10,000

Task 1 - OTO General Administration

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

Work Elements	Estimated Cost
----------------------	-----------------------

1.1 Financial Management	\$30,000
--------------------------------	----------

July to June

Responsible Agency – OTO

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

1.2 Financial Audit	\$4,000
---------------------------	---------

August to December

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2018 and report to Board of Directors.
- Implement measures as suggested by audit.

1.3 Unified Planning Work Program (UPWP)	\$9,500
--	---------

July to June

Responsible Agency – OTO

- Amendments to the FY 2019 UPWP as necessary.
- Development of the FY 2020 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.

1.4 Travel and Training.....	\$39,000
------------------------------	----------

July to June

Responsible Agency – OTO

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

- Government Finance Officers Association
- Missouri Association of Public Purchasing
- Society for HR Management and Springfield Area HR Association
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Transportation Research Board Training and Conference
- Performance Based Planning Training

1.5 General Administration and Contract Management..... \$20,000

July to June

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Prepare contract and Memorandums of Understandings Addendums.
- Legal Services.
- Bylaw amendments as needed.

1.6 Electronic Support for OTO Operations \$59,320

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org.
- Maintain and update website www.giveusyourinput.org.
- Maintain and update website www.Let'sGoSmart.org.
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**
- Graphics and website design. **Consultant Contract**
- Website Redesign. **Consultant Contract**

End Products for FY 2019

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2018 Audit Report.
- Adoption of FY 2020 UPWP.
- Execute annual CPG Grant.
- FY 2019 UPWP Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly content updates to websites.
- Social media postings.
- Graphics for documents.
- Revisions to OTO websites.
- Legal services.

Tasks Completed in FY 2018

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2018).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2018).
- Dues calculated and mailed statements for FY 2019 (Completed April 2018).
- FY 2017 Audit Report (December 2018).
- FY 2019 UPWP approved by OTO Board of Directors and MoDOT (Completed June 2018).
- Staff attended various conferences and training (Completed June 2018).
- Monthly websites maintenance (Completed June 2018).
- Social Media Postings.
- Graphic for documents.
- Legal Services
- UPWP Amendments and Administrative Modifications.

Training Attended in FY 2018

- ESRI User Conference
- Ohio Freight Conference/MAFC Conference
- Highway Safety & Traffic Blueprint Conference
- TRB Census Data Conference
- Greater Ozarks Leadership Development
- MoAPA Conference
- Association of Metropolitan Planning Organizations Annual Conference
- KAMPO/MoMPO Meeting
- FTA Compliance
- MoDOT AV/CV Workshop
- OCITE Training
- Webinars: GFOA-Better Budgeting, GFOA-GAAP Update, Site Impact Analysis by University of FL, GFOA-Winter Seminar and CPFO Training, Highway Capacity Manual Training, GFOA National Conference and CPFO Testing, Talking Freight (FHWA)

Funding Sources

Local Match Funds	\$10,123	6.2558%
Federal CPG Funds	\$151,697	93.7442%
Total Funds	\$161,820	100.00%

Task 2 – OTO Committee Support

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

Work Elements	Estimated Cost
----------------------	-----------------------

2.1 OTO Committee Support	\$145,000
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July to June

Responsible Agency – OTO

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

2.2 Community Committee Participation	\$12,320
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July to June

Responsible Agency – OTO

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

2.3 OTO Policy and Administrative Documents	\$10,000
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July to June

Responsible Agency – OTO

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

2.4 Public Involvement.....	\$30,000
-----------------------------	----------

July to June

Responsible Agency – OTO

- Maintain www.GiveUsYourInput.org with public comments posted by work product.
- Publish public notices and press releases.

- Comply with Missouri Sunshine Law requirements, including record retention.
- Annual Public Participation Plan (PPP) Evaluation.
- Continue to utilize social media for public education and input.
- Prepare a 1-page informational sheet to advise press on how public input is solicited.

2.5 Member Attendance at OTO Meetings..... \$12,000

July to June

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2019

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Attendance of OTO staff and OTO members at various community committees.
- Revisions to bylaws, inter-local agreements, and the Public Participation Plan as needed.
- Document meeting attendance for in-kind reporting.
- Public input tracked and published.
- Continued work with the MoDOT Blueprint for Safety.
- Implementation of PPP through website and press release.
- Annual PPP Evaluation.

Tasks Completed in FY 2018

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Documented meeting attendance for in-kind reporting (Completed June 2018).
- Staff participated in multiple community committees (Completed June 2018).
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2018).
- Public input tracked and published (Completed June 2018).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2018).
- One Bylaw Amendment.
- Annual PPP Evaluation.

Funding Sources

Local Match Funds	\$1,094	4.8814%
In-kind Services*	\$12,000	1.3744%
Federal CPG Funds	\$196,226	93.7442%
Total Funds	\$209,320	100.00%

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

Task 3 – General Planning and Plan Implementation

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

Work Elements	Estimated Cost
----------------------	-----------------------

3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>	\$18,500
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July to June

Responsible Agency – OTO

- Process amendments to the Long-Range Transportation Plan, including the Major Thoroughfare Plan.
- Develop model ordinances for complete streets, subdivision street connections, and neighborhood connectivity.
- Explore barriers to transit use.
- Explore creation of a high-frequency transit corridor plan with City Utilities and the City of Springfield

3.2 Performance Measures	\$60,500
---------------------------------	-----------------

July to June

Responsible Agency – OTO

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities, as outlined in MAP-21 and continued by the FAST Act.
- Production of an annual transportation report card to monitor the performance measures as outlined in the Long-Range Transportation Plan, incorporating connections to MAP-21/FAST Act performance measures.

3.3 Congestion Management Process Implementation	\$10,672
---	-----------------

July to December

Responsible Agency – OTO

- Coordinate ongoing data collection efforts.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Use travel time data for Annual Report.
- Conduct before and after analysis for completed projects.

3.4 Federal Functional Classification Maintenance and Updates	\$5,300
--	----------------

July to June

Responsible Agency – OTO

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

3.5 Bicycle and Pedestrian Plan Implementation..... \$15,000*July to June*

Responsible Agency – OTO

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

3.6 Freight Planning \$9,500*July to June*

Responsible Agency – OTO

- Participate in the Southwest Missouri Freight Advisory Committee. The goal is to analyze local goods movement and identify essential freight corridors.

3.7 Traffic Incident Management Planning..... \$9,500*July to June*

Responsible Agency – OTO

- Traffic Incident Management Action Plan Implementation to include:
 - Establishing Performance Targets
 - Inventory Training Venues
 - Update Training Census
 - Establish a Funding List
 - Regional Towing Inventory
 - Medical Examiner MOU
 - Checklist for Work Zones

3.8 Air Quality Planning..... \$9,500*July to June*

Responsible Agency – OTO

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

3.9 Hazard Environmental Assessment \$16,500*July to December*

Responsible Agency – OTO

- Use database to identify endangered species and flood vulnerable facilities with potential transportation improvements.

3.10 Demographics and Future Projections \$17,400*July to June*

Responsible Agency – OTO

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

3.11 Geographic Information Systems (GIS) \$37,000*July to June*

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis will be given to incorporating traffic data.
- GIS licenses (\$5,000 ESRI Contract).

3.12 Mapping and Graphics Support for OTO Operations \$18,700*December to June*

Responsible Agency – OTO

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

3.13 Support for Jurisdictions Plans \$5,500*July to June*

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

3.15 Transportation Consultant/Modeling Services..... \$30,000*July to June*

Consultant Contract

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.
- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

3.16 Civil Rights Compliance \$12,700*July to June*

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Adopt annual DBE goal.
- Semiannual DBE reporting.
- Semiannual Title VI/ADA reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

3.17 Travel Demand Model Update \$25,000*July to June*

Responsible Agency – OTO

- Update model with current population and employment estimates and include roadway geometric improvements.

3.18 Aerial Photography\$25,000*July to August*

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other local jurisdictions. OTO's cost is approximately 11% of the overall cost of \$230,641. 100% of the OTO portion will be used for regional transportation planning.

End Products for FY 2019

- Amendments to the LRTP as necessary.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Continued monitoring of attainment status.
- Demographic Report.
- Hazard/Environmental Assessment.
- Annual Transportation Report.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Additional Travel Demand Model Scenarios as needed.
- Transportation data in GIS.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- Aerial Photography files received

Tasks Completed in FY 2018

- Traffic Incident Management Action Plan.
- Travel Demand Model Scenarios (Completed June 2018).
- Assist jurisdictions with adoption and compliance with the Major Thoroughfare Plan.
- Major Thoroughfare Plan Amendments
- Recommend critical urban freight corridors to MoDOT.
- Maintenance of GIS System Layers (Completed June 2018).
- Continued Monitoring of Attainment Status (Completed June 2018).
- Performance Measure Report (Completed July 2017).
- Assist jurisdictions compliance with Major Thoroughfare Plan.
- Annual Traffic Report Card.

- Bike/Ped Implementation Report (October 2017)
- Title VI/ADA Program Update.
- Program Management Plan Update.
- Completed Regional Trail Investment Study (February 2018)
- Called for Federal Function Class Updates.
- TIM Implementation Report.
- DBE Report submitted to MoDOT (Completed October 2017 and April 2018).
- DBE Annual Goal Adopted (May 2018).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2017 and February 2018).
- Title VI Annual Survey submitted to MoDOT (Completed February 2018).

Funding Sources

Local Match Funds	\$21,162	6.2558%
Federal CPG Funds	\$317,110	93.7442%
Total Funds	\$338,272	100.00%

Task 4 – Project Selection and Programming

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

Work Elements	Estimated Cost
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4.1 FY 2019-2022 Transportation Improvement Program (TIP).....	\$15,000
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July to August

Responsible Agency – OTO

- Complete and publish the 2019-2022 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

4.2 FY 2020-2023 Transportation Improvement Program (TIP).....	\$25,000
--	----------

October to June

Responsible Agency – OTO

- Begin development of the 2020-2023 TIP.
- Conduct the Public Involvement Process for the TIP (October-August).
- Work with the TIP subcommittees.
- Complete Draft document.

4.3 Project Programming.....	\$23,500
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2018-2021 and the FY 2019-2022 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.
- Review Prioritization Process and Priority Projects of Regional Significance for possible updates.

4.4 Federal Funds Tracking	\$11,476
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July to June

Responsible Agency – OTO

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

4.5 Online TIP Tool Maintenance	\$9,600
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July to June

Consultant Contract

Responsible Agency – OTO

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

End Product(s) for FY 2019

- TIP amendments, as needed.
- Draft of the FY 2020-2023 Transportation Improvement Program.
- Approved FY 2019-2022 Transportation Improvement Program.
- Annual Listing of Obligated Projects for FY 2018-2021 TIP.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.
- Update Priority Projects of Regional Significance and Prioritization Process.

Tasks Completed in FY 2018

- Amended the FY 2018-2021 TIP numerous times (Completed June 2018).
- Annual Listing of Obligated Projects for FY 2017-2020 TIP (Completed December 2017).
- Maintained fund balance information (Completed June 2018).
- Maintained online searchable database of TIP projects (Completed June 2018).
- Draft 2019-2022 TIP

Funding Sources

Local Match Funds	\$5,291	6.2558%
Federal CPG Funds	\$79,285	93.7442%
Total Funds	\$84,576	100.00%

Task 5 – OTO Transit Planning

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

Work Elements	Estimated Cost
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5.1 Operational Planning.....	\$6,000
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July to June

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Implementation.
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.
- Research additional funding for senior centers and human service agencies.

5.3 Program Management Plan Implementation.....	\$5,000
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July to June

Responsible Agencies – OTO

- Continue to implement the Program Management Plan.

5.4 Data Collection and Analysis.....	\$9,500
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July to June

Responsible Agencies – OTO

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

5.5 Community Support \$5,000*July to June*

Responsible Agencies – OTO

- OTO will assist the City of Springfield in transit planning for the Transportation Collaborative support initiatives.
- Assist City of Springfield and City Utilities in exploring high frequency transit.

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

Responsible Agencies – OTO

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

End Products for FY 2019

- Transit agency coordination
- Solicit for FTA funding, rank applications and program projects for FY 2019-2023 TIP.
- Special Studies
- LCBT agendas, minutes, and meetings.
- Transit Survey
- CU Transit ADA/Title VI Appeals processed.
- Data collection
- PMP review

Tasks Completed in FY 2018

- Transit Coordination Plan Implementation
- Solicit for FTA funding, rank applications and program projects for FY 2018-2021 TIP amendments (Completed December 2017).
- LCBT agenda, minutes, and meetings (Completed June 2018)
- Transit agency coordination
- Regional paratransit coordination
- Human Services Transportation Coordination Plan Update
- Transit Signal Priority Committee
- On-board Transit Survey

Funding Sources

Local Match Funds	\$2,427	6.2558%
Federal CPG Funds	\$36,373	93.7442%
Total Funds	\$38,800	100%

Task 6 – City Utilities Transit Planning (FTA 5307 Funding for City Utilities)**Work Elements****Estimated Cost****6.1 Operational Planning..... \$132,441***July to June*

Responsible Agencies – City Utilities

- Route analysis.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report.
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00).

6.2 ADA Accessibility..... \$20,000*July to June*

Responsible Agencies – City Utilities

- CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants.

6.3 Transit Fixed Route and Regional Service Analysis Implementation..... \$70,000*July to June*

Responsible Agencies – City Utilities

- Evaluation of complementary paratransit service operations.
- Collection of data from paratransit operations as required.
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)
- Title VI service planning.

6.4 Service Planning..... \$53,000*July to June*

Responsible Agencies – City Utilities

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

6.5 Financial Planning..... \$2,000*July to June*

Responsible Agencies – City Utilities

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers.

6.6 Competitive Contract Planning..... \$6,000*July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by FAST Act.

6.7 Safety, Security and Drug and Alcohol Control Planning.....\$6,000*July to June*

Responsible Agencies – City Utilities

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

6.8 Transit Coordination Plan Implementation..... \$3,000*July to June*

Responsible Agencies – City Utilities

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

6.9 Data Collection and Analysis..... \$10,000*July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.
- TAM Plan – CU will be conducting the data gathering, asset analysis and reporting activities to send asset data to MODOT to be included on the MODOT TAM Plan.

End Products for FY 2019

- Operational Planning
- ADA Accessibility
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning
- Transit Coordination Plan
- Program Management Plan
- Data Collection & Analysis

Tasks to Be Completed in FY 2018

- Operational Planning
- ADA Accessibility
- Service Planning
- Financial Planning

- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection & Analysis

Funding Sources

CU Match Funds	\$60,488	20%
FTA 5307 Funds	\$241,953	80%
Total Funds	\$302,441	100%

Task 7 – Special Studies and Projects

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

Work Elements**Estimated Cost**

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

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan... \$8,500

July to June

Responsible Agency – OTO

- Studies relating to projects in the Long-Range Transportation Plan.
- Work with City of Springfield to update the Comprehensive Plan.
- Work with City of Republic to update the Comprehensive Plan.

7.4 Travel Sensing & Travel Time Service Project \$3,000

July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2019

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

Tasks Completed in FY 2018

- ITS Coordination (Completed June 2018).
- Worked with Springfield Transportation Collaborative (Completed June 2018).

Funding Sources

Local Match Funds	\$1,646	6.2558%
Federal CPG Funds	\$24,660	93.7442%
Total Funds	\$26,306	100.00%

Task 8 – Transportation Demand Management

Planning Activities to support the Regional Rideshare program, as well as efforts to manage demand on the transportation system.

Work Elements	Estimated Cost
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Coordinate Employer Outreach Activities	\$2,000
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July to June

Responsible Agencies – OTO, City of Springfield, City Utilities

- Work with the City of Springfield and City Utilities to identify and coordinate with major employers to develop employer-based programs that promote ridesharing, transit and other transportation demand management (TDM) techniques within employer groups.
- Update the Rideshare Brochure design and publication.

Collect and Analyze Data to Determine Potential Demand	\$12,000
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July to June

Responsible Agency – OTO

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities.
- Modernize RideShare signage along relevant OTO corridors, to reflect the transition from a phone-based to web-based system.

End Product(s) for FY 2019

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region

Funding Sources

Local Match Funds	\$876	6.2558%
Federal CPG Funds	\$13,124	93.7442%
Total Funds	\$14,000	100.00%

Task 9 – MoDOT Transportation Studies & Data Collection**MoDOT Transportation Studies and Data Collection\$150,000***July to June*

MoDOT Southwest District - \$150,000

Responsible Agency – MoDOT Southwest District

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

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$69,732	\$44,682	\$24,859	\$139,273	31	\$43,175
Traffic Study Specialist	\$48,696	\$29,019	\$16,145	\$93,860	43	\$40,523
Information Systems Specialist	\$39,936	\$25,592	\$14,238	\$79,766	25	\$20,021
Senior Traffic Studies Technician	\$38,556	\$24,705	\$13,745	\$77,006	60	\$46,281
Total Eligible Match						\$150,000
Total Match Requested						\$150,000

End Products for FY 2019

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

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2018).
- Annual crash data (Completed June 2018).
- Speed Studies (Completed June 2018).
- Signal Timing (Completed June 2018).

Funding Sources

Value of MoDOT Direct Costs	\$150,000
-----------------------------	-----------

X 80%

Credit amount available for local match \$120,000

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

Expenditure Summary by Work Task

	Local Funding			Federal Funding			
Task	Local Match (4.8814%)	City Utilities	In-Kind (1.3744%)	CPG (93.7442%)	5307	Total	Percent (%)
1	\$10,123			\$151,697		\$161,820	13.77%
2	\$1,094		\$12,000	\$196,226		\$209,320	17.81%
3	\$21,162			\$317,110		\$338,272	28.78%
4	\$5,291			\$79,285		\$84,576	7.19%
5	\$2,427			\$36,373		\$38,800	3.30%
6		\$60,488			\$241,953	\$302,441	25.73%
7	\$1,646			\$24,660		\$26,306	2.23%
8	\$876			\$13,124		\$14,000	1.19%
TOTAL	\$42,619	\$60,488	\$12,000	\$818,475	\$241,953	\$1,175,535	100.00%
9	Value of MoDOT “Direct Cost”					\$150,000	
Total of Transportation Planning Work						\$1,325,535	

Federal Consolidated Planning Grant (CPG) Funding FY 2019 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,175,535
Minus City Utilities Transit (FTA 5307 Funding)	-\$302,441
Actual Total Ozarks Transportation Organization Expenditures	\$873,094
PLUS, Value of Task 8 MoDOT Direct Costs Credit	+\$150,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$1,023,094
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible

\$818,475

*Federal Funding as a percentage of total OTO actual transportation planning costs is 93.7442% (\$818,475/\$873,094). The value of MoDOT Direct Costs allows the OTO to include an additional \$120,000 in Federal CPG funding.

Budgeted Revenue for Actual Costs FY 2019 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$818,475
Local Match to be Provided	\$42,619
Value of In-Kind Match	\$12,000
Total OTO Revenue	\$873,094

Total Available Federal Revenue for FY 2019 UPWP Work Activities

(MO-81-0013) CPG Fund Balance as of 12/31/2017*	\$682,940.35
Less remaining CPG funds to be spent FY 2018	<u>\$542,071.84</u>
	\$140,868.51
 FY 2018 Estimated CPG Funds allocation	 \$582,265.00
FY 2019 Estimated CPG Funds allocation**	<u>\$590,000.00</u>
 TOTAL Estimated CPG Funds Available for FY 2019 UPWP	 \$1,313,133.51
 TOTAL CPG Funds Programmed for FY 2019	 (\$818,475.00)
Remaining Unprogrammed Balance****	\$494,658.51

*Previously allocated, but unspent CPG Funds through 12/31/2017.

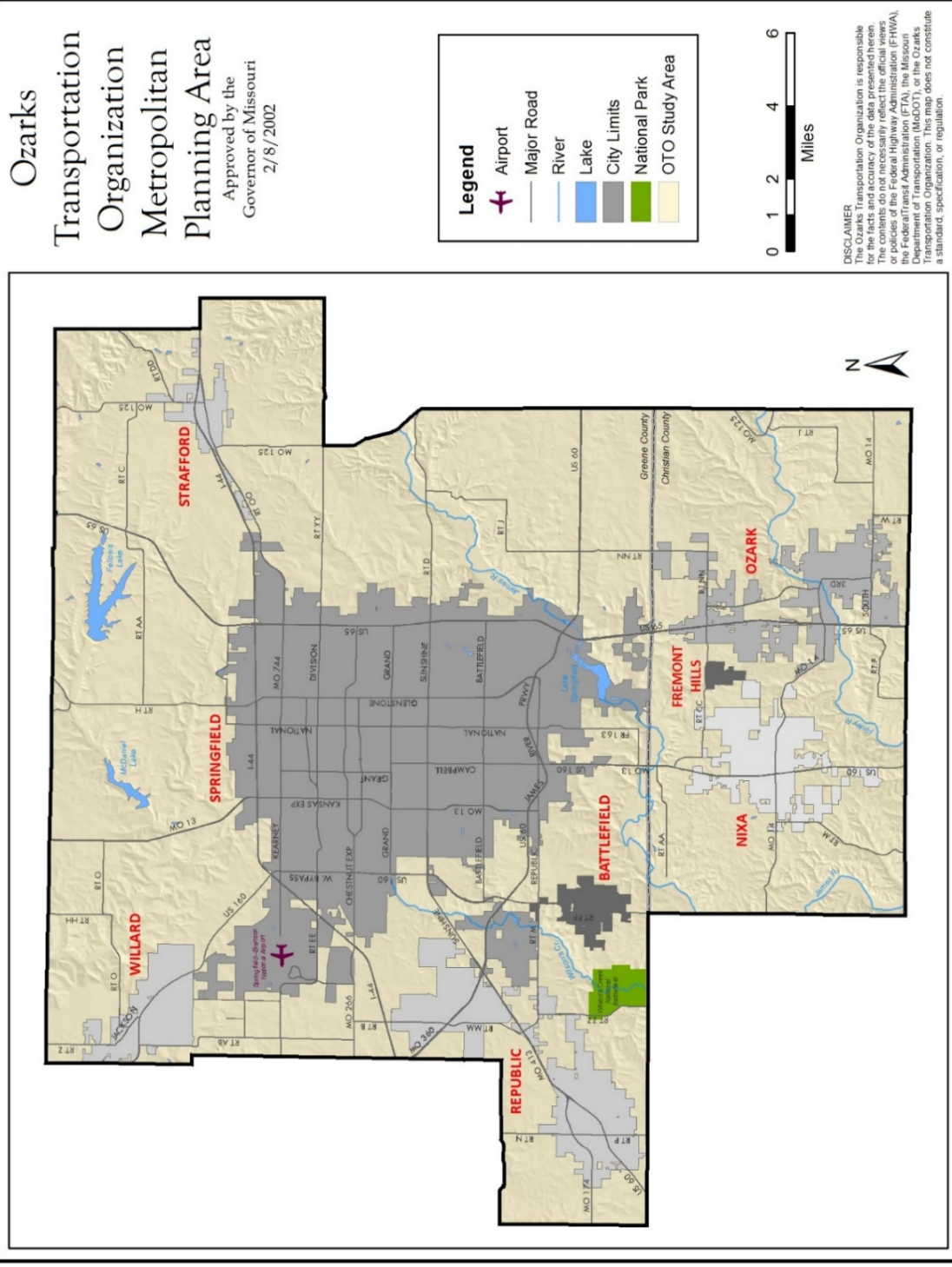
**The 2019 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill.

****Previously allocated but unprogrammed CPG funds.

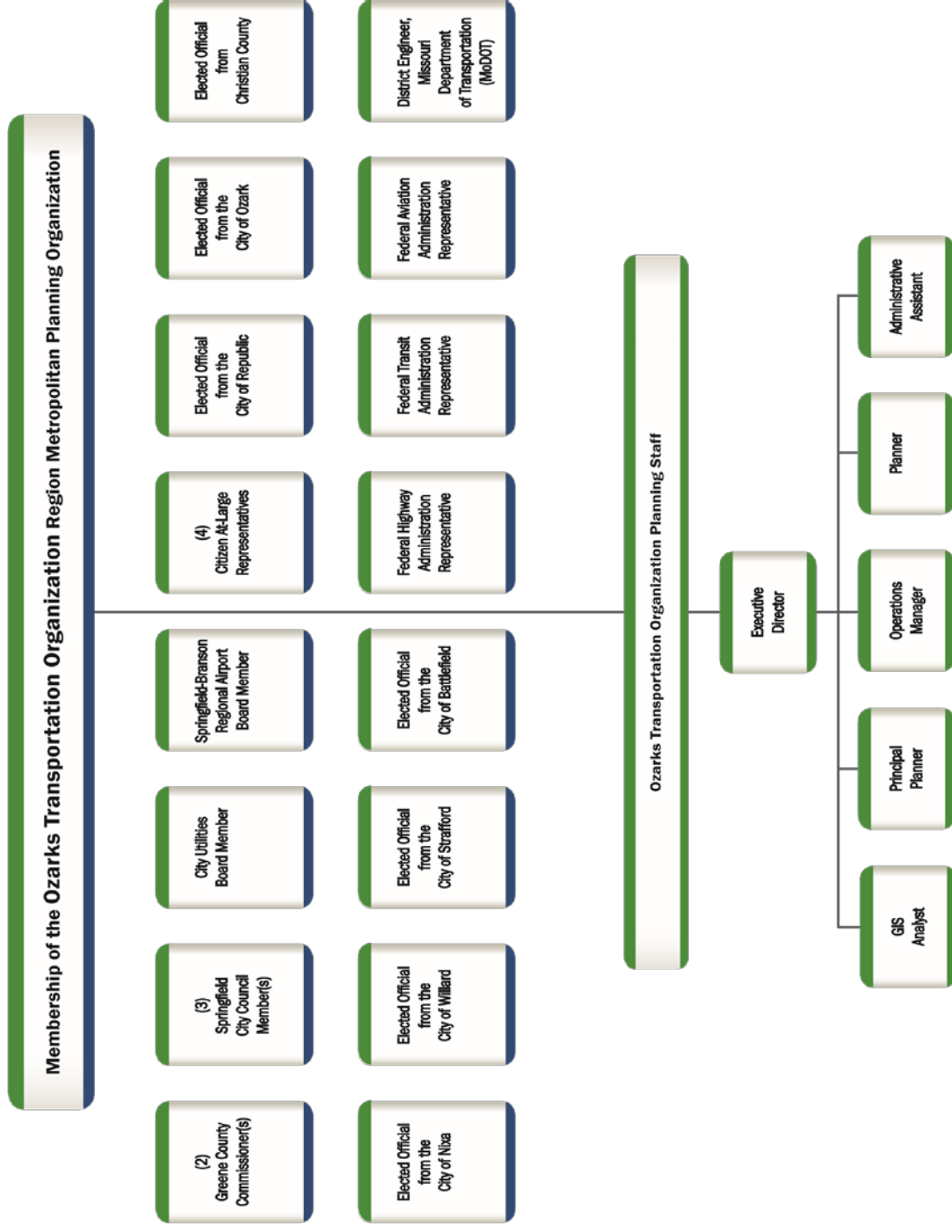
Justification for Carryover Balance

The projected carryover balance of \$494,658.51 represents less than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to congressional inaction to fully appropriate annual authorizations for transportation.

OTO Map



OTO Organization Chart



APPENDIX A

Fiscal Year 2019

July 1, 2018 - June 30, 2019

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY18</i>	<i>Total Amount Budgeted FY18</i>	<i>Proposed Budgeted Amount FY19</i>	<i>Total Budget FY19</i>	<i>Increase/ Decrease</i>
Building					
Building Lease	\$70,488		\$72,804		↑ \$2,316
Infill Costs	\$2,000		\$2,000		SAME
Maintenance	\$0		\$4,000		↑ \$4000
Utilities	\$4,200		\$3,500		↓ \$700
Office Cleaning	\$3,300		\$3,300		SAME
Total Building		\$79,988		\$85,604	
Commodities					
Office Supplies/Furniture	\$9,500		\$7,000		↓ \$2500
Publications	\$300		\$300		SAME
Public Input Promotional Items	\$2,000		\$2,000		SAME
RideShare Signs	\$0		\$10,000		↑ \$10,000
Total Commodities		\$11,800		\$19,300	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$9,000		\$8,000		↓ \$1000
Data Backup/Storage	\$4,500		\$4,200		↓ \$300
GIS Licenses	\$5,000		\$5,500		↑ \$500
IT Maintenance Contract	\$12,000		\$10,000		↓ \$2000
Software	\$3,000		\$4,800		↑ \$1800
Webhosting	\$1,500		\$1,500		SAME
Total Information Technology		\$35,000		\$34,000	
Insurance					
Board of Directors Insurance	\$5,500		\$3,000		↓ \$2500
Errors & Omissions	\$4,900		\$3,000		↓ \$1900
Liability Insurance	\$1,700		\$2,500		↑ \$800
Workers Comp	\$1,350		\$1,700		↑ \$350
Total Insurance		\$13,450		\$10,200	
Operating					
Copy Machine Lease	\$4,000.00		\$5,700		↑ \$1,700
Dues/Memberships	\$6,000.00		\$5,000		↓ \$1,000
Education/Training/Travel	\$25,000.00		\$20,000		↓ \$5,000
Food/Meeting Expense	\$4,000.00		\$4,000		SAME
Legal/Bid Notices	\$3,500.00		\$2,500		↓ \$1,000
Postage/Postal Services	\$2,500.00		\$1,800		↓ \$700
Printing/Mapping Services	\$10,000.00		\$2,500		↓ \$7,500
Public Input Event Registrations	\$1,500.00		\$1,500		SAME
Staff Mileage Reimbursement	\$4,500.00		\$3,500		↓ \$1,000
Telephone/Internet	\$5,000.00		\$5,000		SAME
VOIP Phone System	\$6,500.00		\$0		↓ \$6,500
Total Operating		\$72,500.00		\$51,500	

<i>Cost Category</i>	<i>Budgeted Amount FY18</i>	<i>Total Amount Budgeted FY18</i>	<i>Budgeted Amount FY19</i>	<i>Total Amount Budgeted FY19</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$460,336		\$503,350		↑ \$43,014
Mobile Data Plans	\$2,700		\$3,240		↑ \$540
Payroll Services	\$2,700		\$2,700		SAME
Total Personnel		\$465,736		\$509,290	
Services					
Aerial Photos	\$0		\$25,000		↑ \$25,000
Audit	\$4,600		\$4,600		SAME
Professional Services	\$24,000		\$24,000		SAME
Regional Bicycle and Pedestrian Trail Investment Study	\$108,980		\$0		↓ \$83,980
Scoping Study for I-44 & US 60	\$100,000		\$0		↓ \$100,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$0		\$3,000		↑ \$3,000
Travel Demand Model Update	\$0		\$25,000		↑ \$25,000
Website Redesign	\$0		\$30,000		↑ \$30,000
Transportation Consultant/Modeling Services	\$36,000		\$30,000		↓ \$6,000
Total Services		\$283,180		\$151,200	
		\$961,654		\$861,094	
In-Kind Match, Donated					
Member Attendance at Meetings	\$10,000		\$12,000		↑ \$2,000
TOTAL OTO Expenditures		\$971,654		\$873,094	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$150,000		\$150,000		SAME
TOTAL OTO Budget		\$1,121,654		\$1,023,094	
Direct Outside Grant					
CU Transit Salaries*	\$300,688		\$302,441		
TOTAL EXPENDITURES		\$1,422,342		\$1,325,535	↓ \$96,807

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

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

Consolidated FHWA/FTA PL Funds	\$897,323		\$818,475		
Local Jurisdiction Match Funds	\$64,331		\$42,619		
In-kind Match, Meeting Attendance**	\$10,000		\$12,000		
MoDOT Direct Service Match**	\$150,000		\$150,000		
Total Ozarks Transportation Organization Revenue		\$1,121,654		\$1,023,094	↓ \$98,560

Direct Outside Grant

FTA 5307	\$240,550		\$241,953		
City Utilities Local Match	\$60,138		\$60,488		
Total Direct Outside Grant		\$300,688		\$302,441	
TOTAL REVENUE		\$1,422,342		\$1,325,535	

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

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

APPENDIX B

FY 2019

July 1, 2018 - June 30, 2019

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Budgeted</i>	<i>Total Amount</i>
	<i>Amount</i>	<i>Budgeted</i>	<i>Amount</i>	<i>Budgeted</i>
	<i>FY18</i>	<i>FY18</i>	<i>FY19</i>	<i>FY19</i>
Aerial Photos	\$0		\$25,000	
Audit	\$4,600		\$4,600	
Professional Services Fees	\$24,000		\$24,000	
Data Storage/Backup	\$4,500		\$4,200	
IT Maintenance Contract	\$12,000		\$10,000	
Online TIP Tool	\$9,600		\$9,600	
Regional Bicycle and Pedestrian Trail Investment Study	\$108,980		\$0	
Travel Demand Model Update	\$0		\$25,000	
Travel Sensing & Travel Time Services Project	\$12,000		\$3,000	
Website Redesign	\$0		\$30,000	
Transportation Consultant/Modeling Services	\$36,000		\$30,000	
Total Consultant Usage		\$211,680.00		\$165,400.00

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.E.

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 at [http://www.ozarkstransportation.org/Documents/2017 OTO MPO Area Growth Trends Report.pdf](http://www.ozarkstransportation.org/Documents/2017%20OTO%20MPO%20Area%20Growth%20Trends%20Report.pdf). Conclusions from the report include:

- Net residential unit permitting for the OTO area reached its second highest total since a peak in the mid-2000s at 1,477, however it was only 36% of the total from the peak year in 2005 at 4,103
- The areas with the largest growth in residential units in 2017 were Springfield (570), Greene County – OTO area only (247), and Nixa (211)
- According to IRS income tax returns filed in 2016, Christian County had a positive net-migration adding 682 people while Greene County lost 2,139 people.
- Greene County added 766 people from 2015 to 2016 while Christian County added 1,119 people. Springfield led in population growth among cities adding 587 people from 2015 to 2016 followed by Ozark (295) and Nixa (253), respectively
- Residents of Springfield and Greene County continue to have the shortest mean commuting times at an estimated 17.5 and 19.2 minutes in 2016, respectively. Mean commuting time has increased for Christian and Dallas County residents from 2011 to 2016 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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Through December 31, 2017

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

Disclaimer

The information used to prepare this report was retrieved from a variety of sources. Permit data and employment information were derived from state 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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Introduction

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

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

For the first time this report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data.

• 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 and In- and Out- migration patterns 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 2017. 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 2017 for each permitting jurisdiction are then 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 – 2017 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

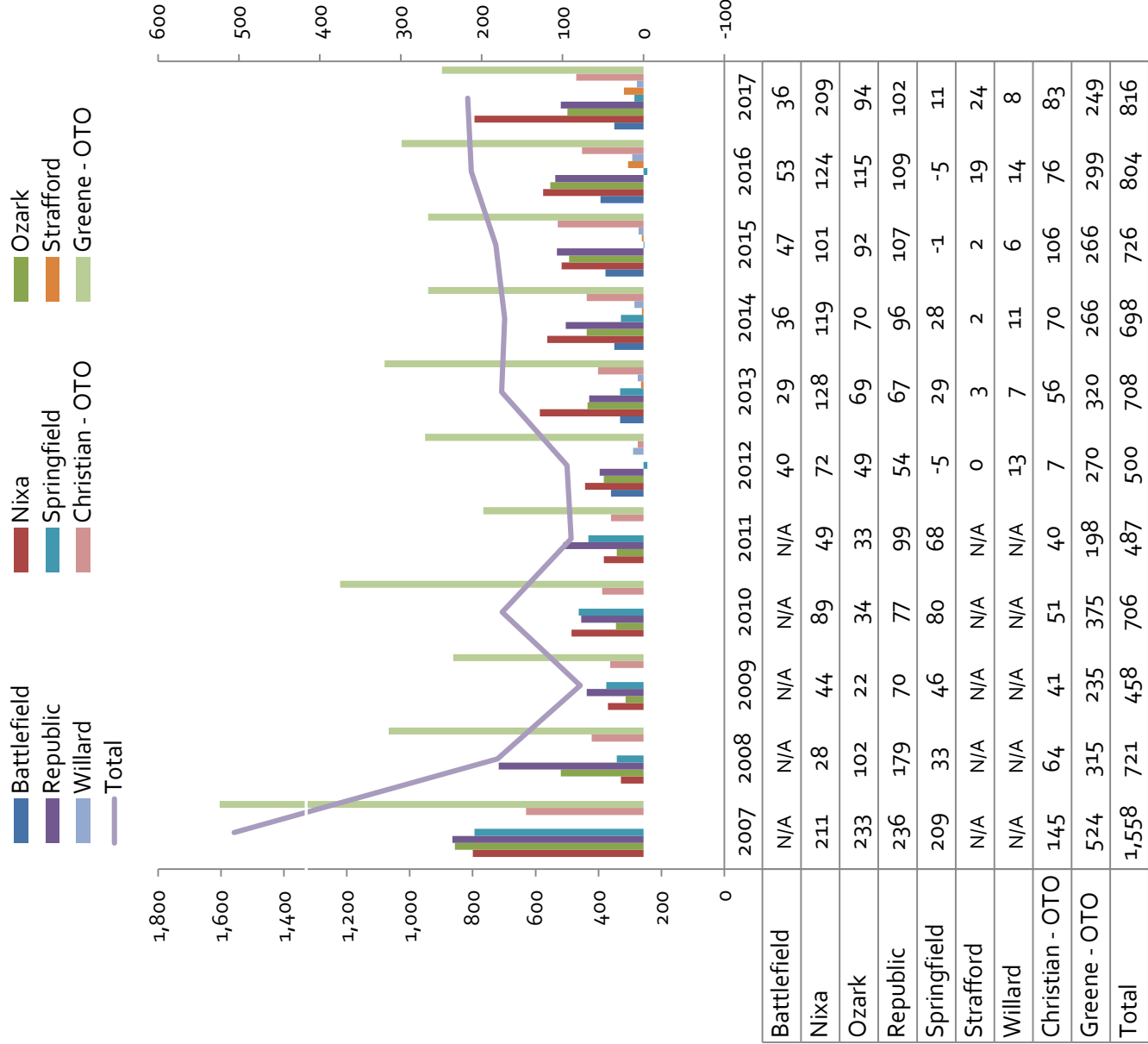
Single-Family

The information on this page depicts permits permitted construction of single family housing in the OTO area from 2007 – 2017.

In 2017, single-family housing permits reached the highest level since the mid-2000s. The increase is mostly attributable to development in Nixa.

The total permits for new single-family structures in the OTO Area was offset by the demolition 138 houses. The majority of demolitions occurred in Springfield (92) and Greene County (41).

Single Family Units Permitted – OTO Area



Residential Units

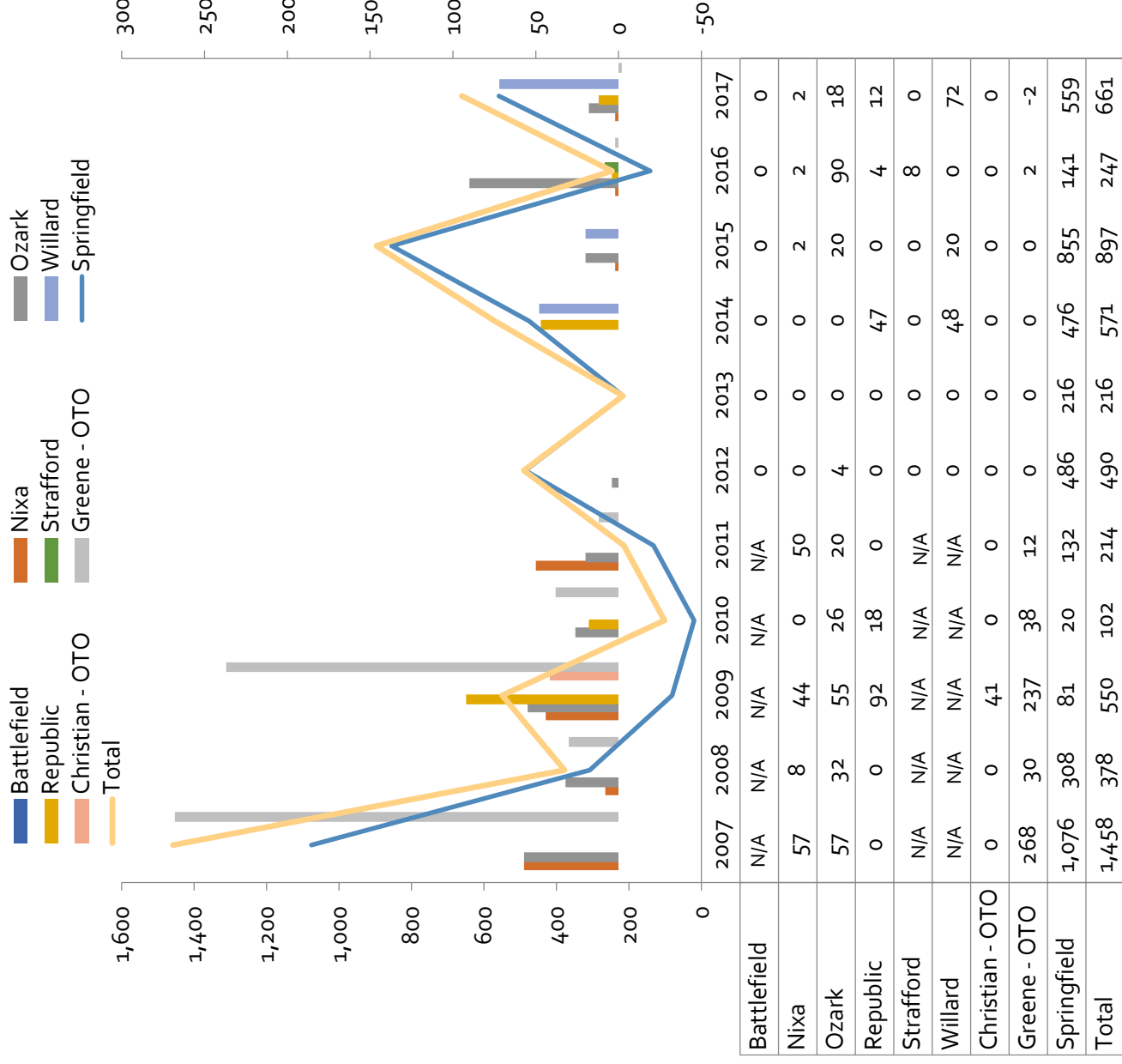
Multi-Family

From 2007 to 2017, the majority of multi-family housing construction permits were issued in Springfield.

In 2017, the number of units permitted in Springfield rose to over 500 for only the second time since 2007. This number was offset by the demolition of 108 multi-family units mostly around the Missouri State University Campus.

Willard was the only other community to permit a multi-family structure other than a duplex.

Multi-Family Units Permitted - OTO Area



Residential Units

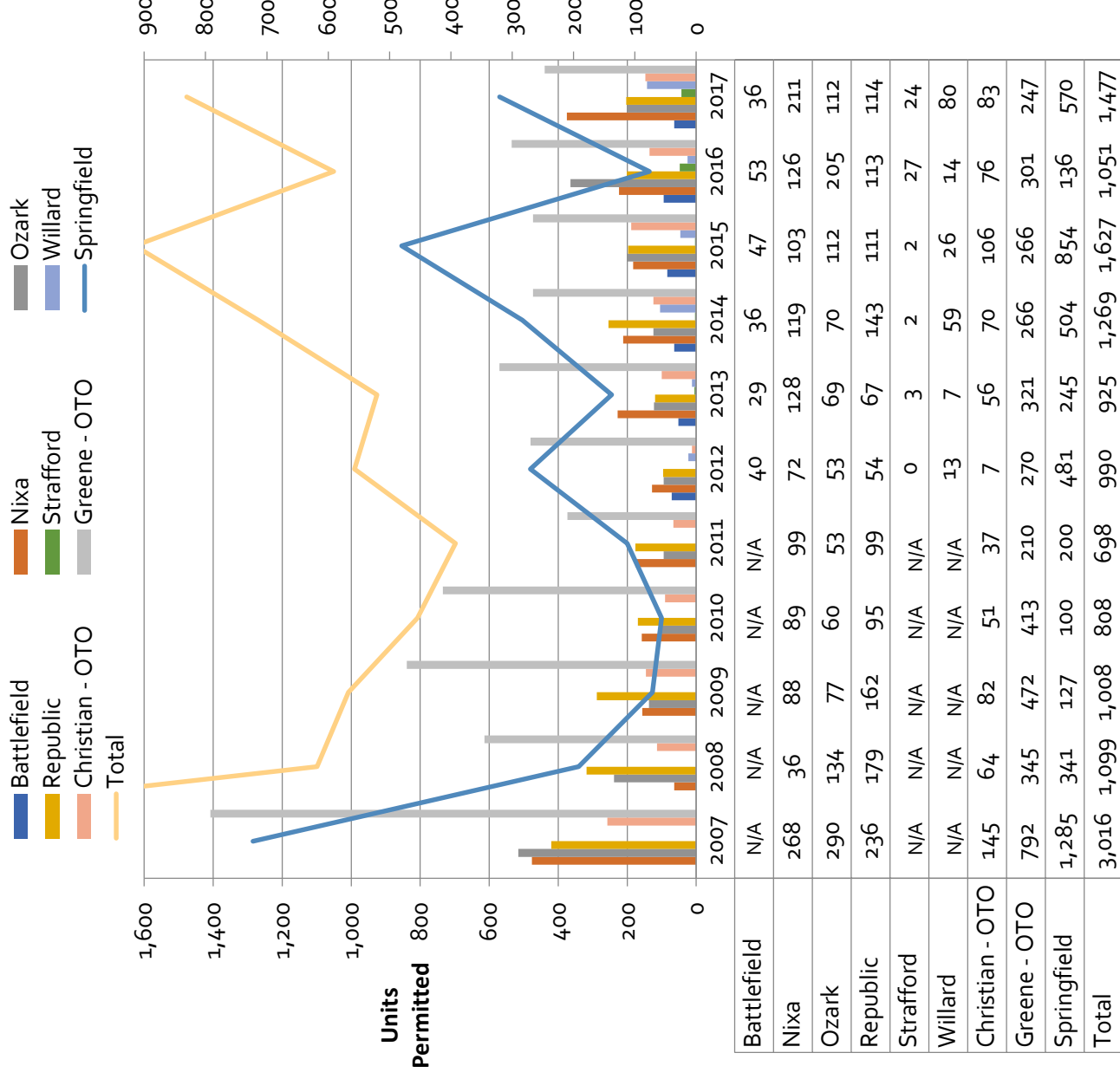
Totals

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 2017 compared to the previous ten years.

While residential unit construction peaked in 2005, it was still going strong in 2007 prior to the collapse of the housing bubble in 2008.

The data indicates a trough in permitting in the years subsequent to 2007 bottoming out in 2011. Growth in residential structure permits has recovered somewhat in recent years driven mostly by multi-family development in Springfield.

Total Residential Units Permitted – OTO Area



Growth Trends Maps

Changes in Housing Units

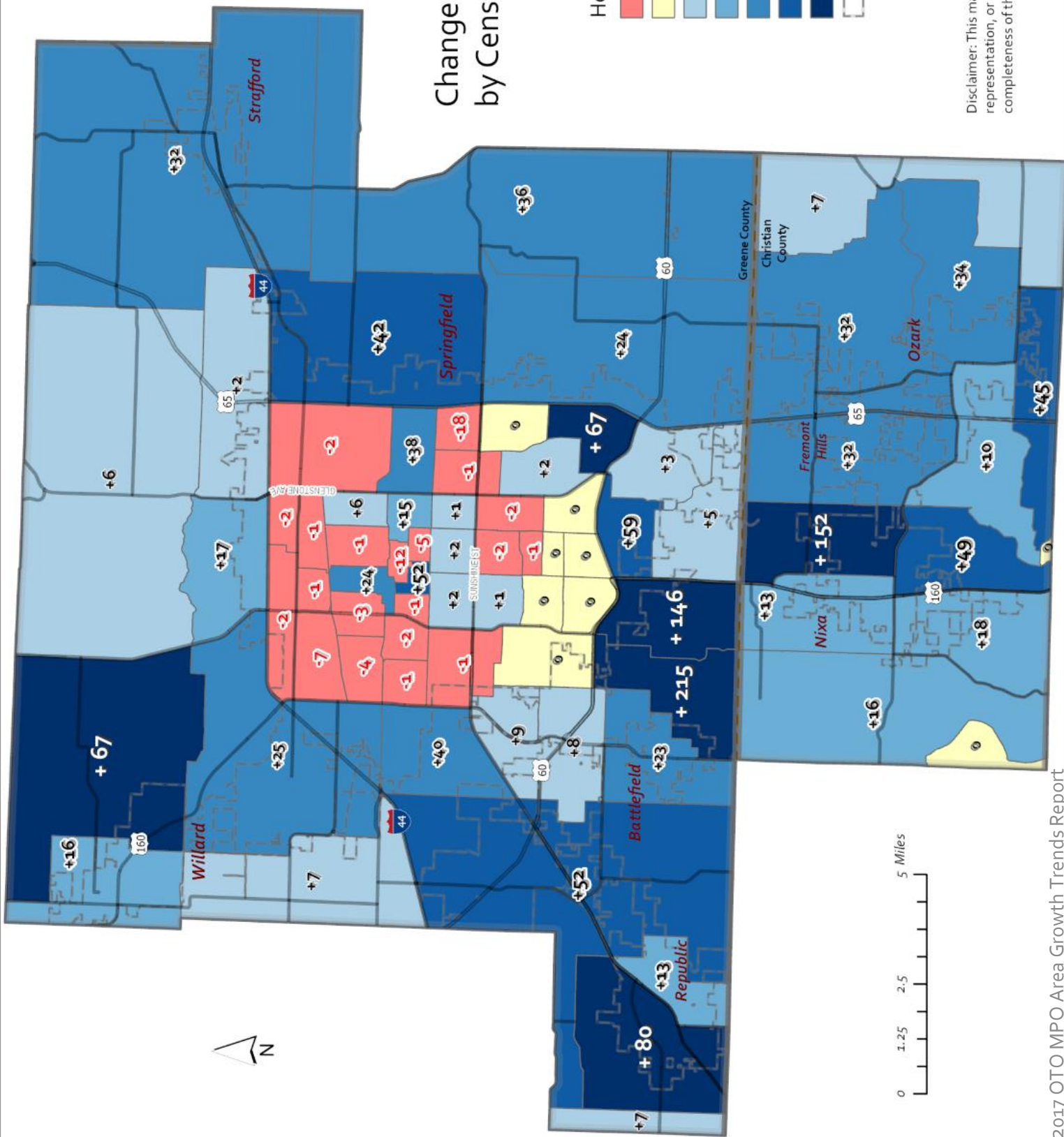
The maps on the following pages illustrate the net change in housing units by Census Tract for 2017 as well as the period from 2000 to 2017.

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.

Finally, IRS statistics for county-to-county migration inflow and outflow have been mapped for 2015 – 2016 for both Christian and Greene Counties. Charts containing IRS statistics from 2007 – 2016 have been included to show the trend in net migration for OTO area counties during this timeframe.

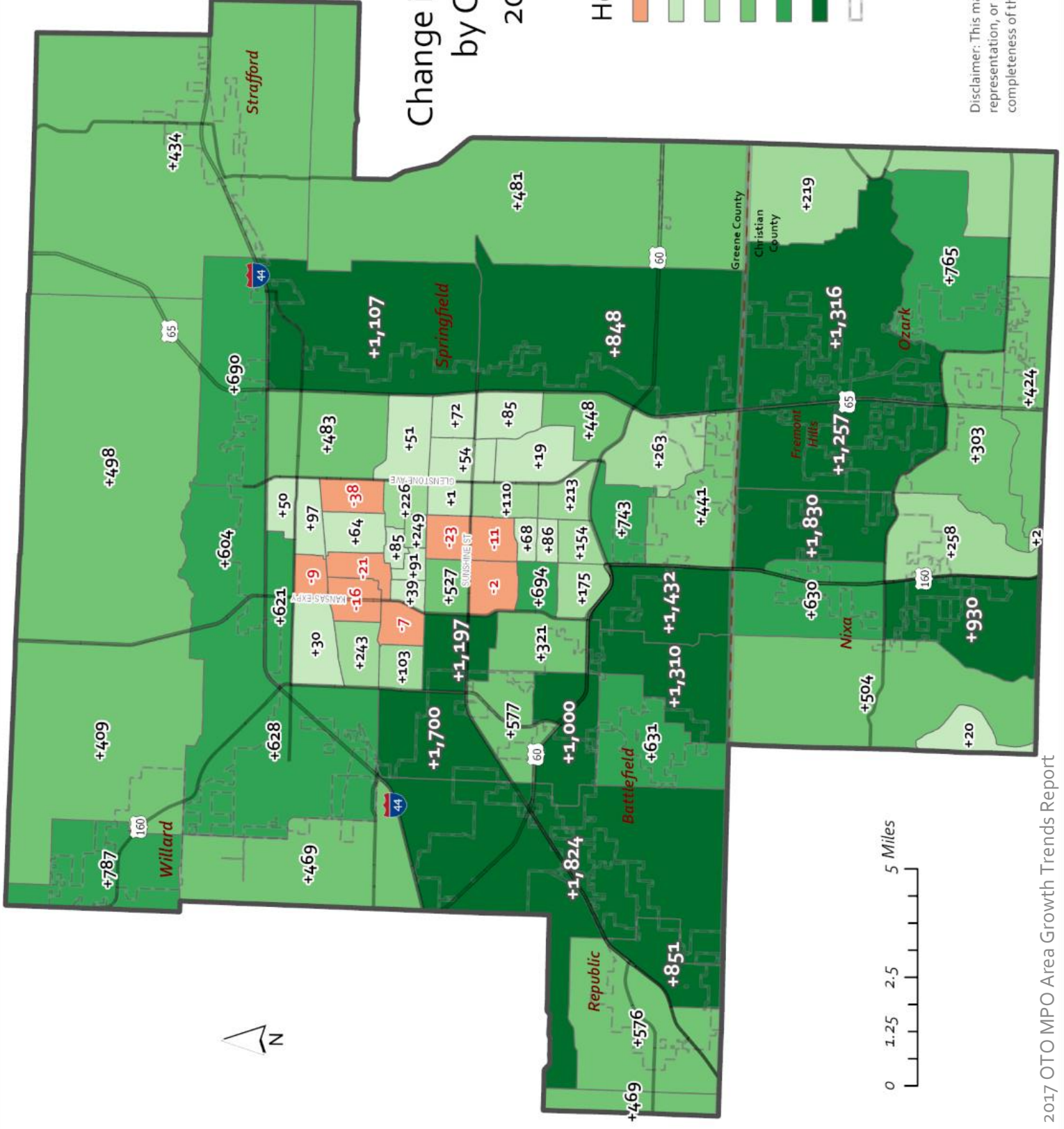


**OZARKS
TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION



Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented herein.

Change in Housing Units
by Census Tract
2000 - 2017



Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the information herein.



Housing Unit Density

Sparse

Housing Units

1-5

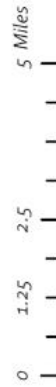
6-10

11 - 20

21-45

1.6 - 70

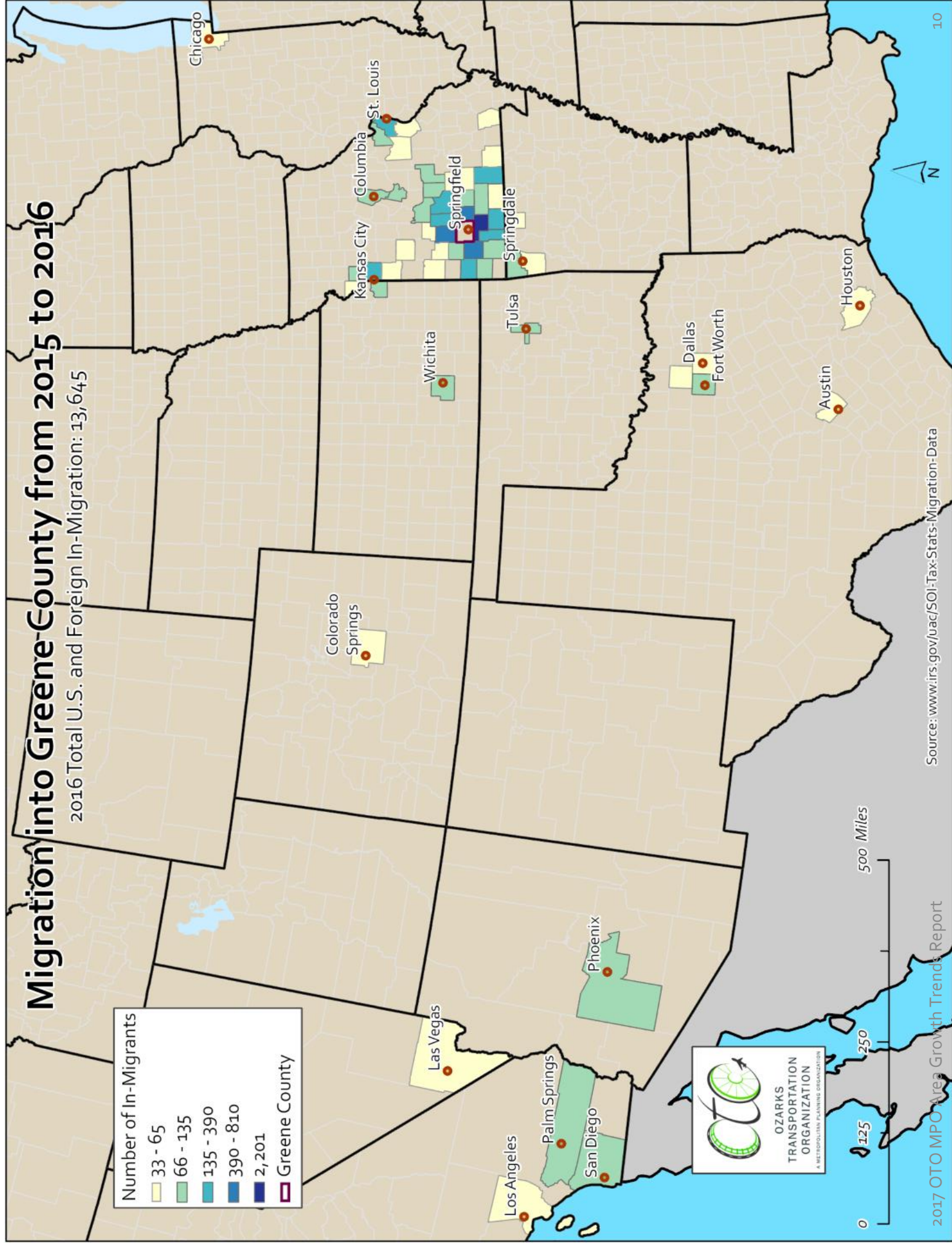
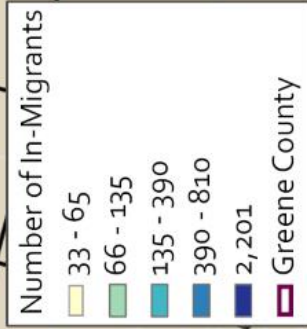
71-178



2017 OTO MPO Area Growth Trends Report

Migration into Greene County from 2015 to 2016

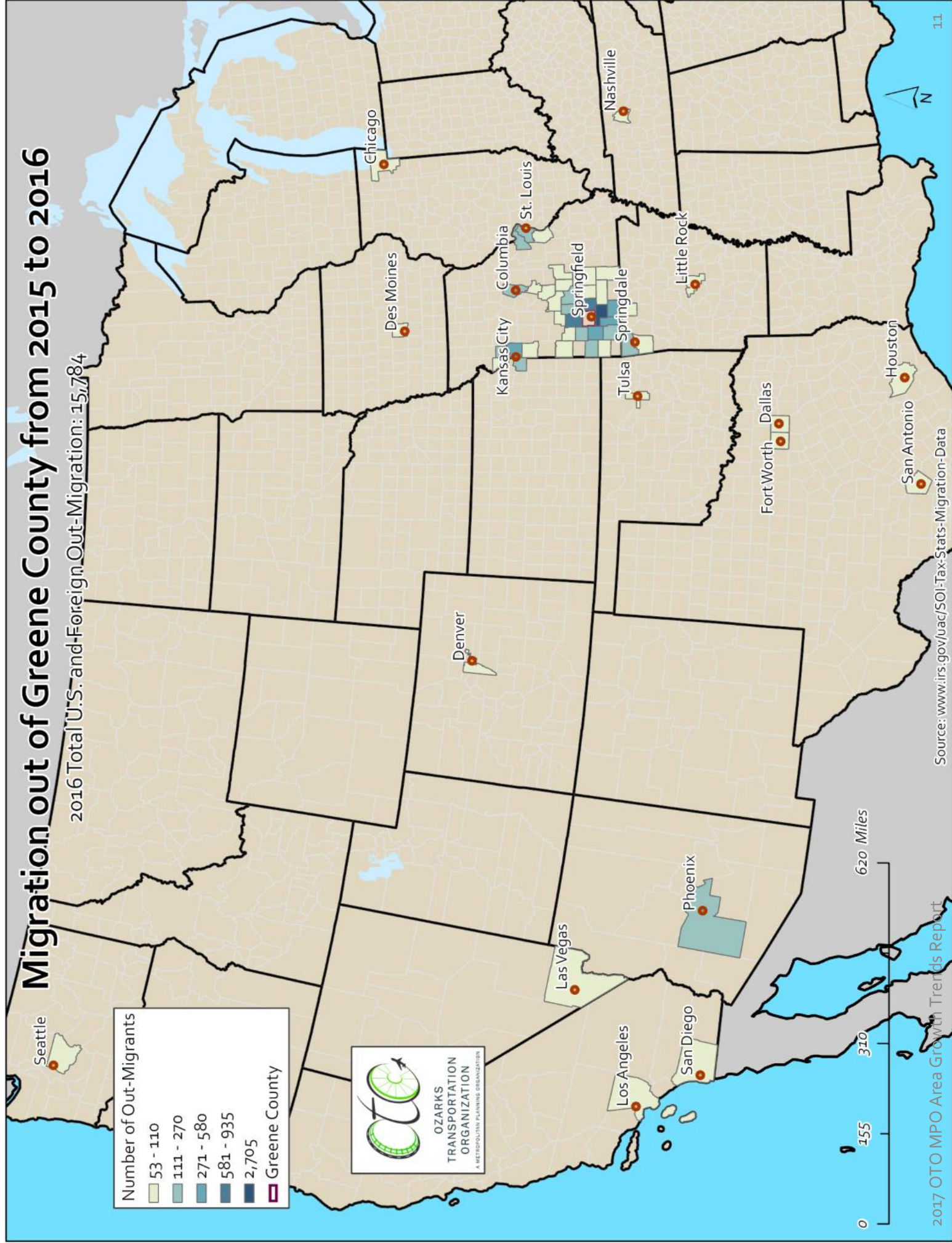
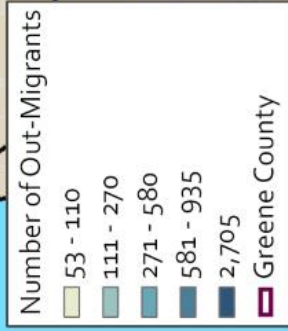
2016 Total U.S. and Foreign In-Migration: 13,645



Source: www.irs.gov/uac/SOI-Tax-Stats-Migration-Data

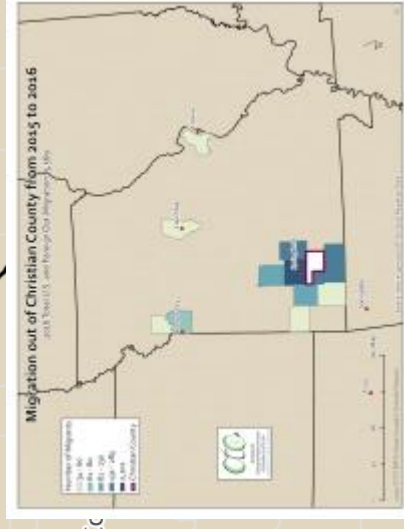
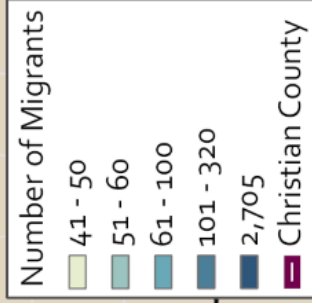
Migration out of Greene County from 2015 to 2016

2016 Total U.S. and Foreign Out-Migration: 15,784



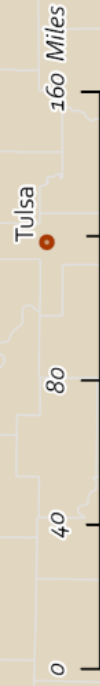
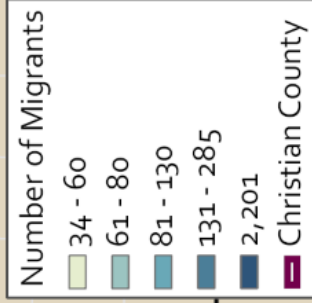
Migration into of Christian County from 2015 to 2016

2016 Total U.S. and Foreign In-Migration: 6,251



Migration out of Christian County from 2015 to 2016

2016 Total U.S. and Foreign Out-Migration: 5,569



Tulsa

Springdale

Springfield

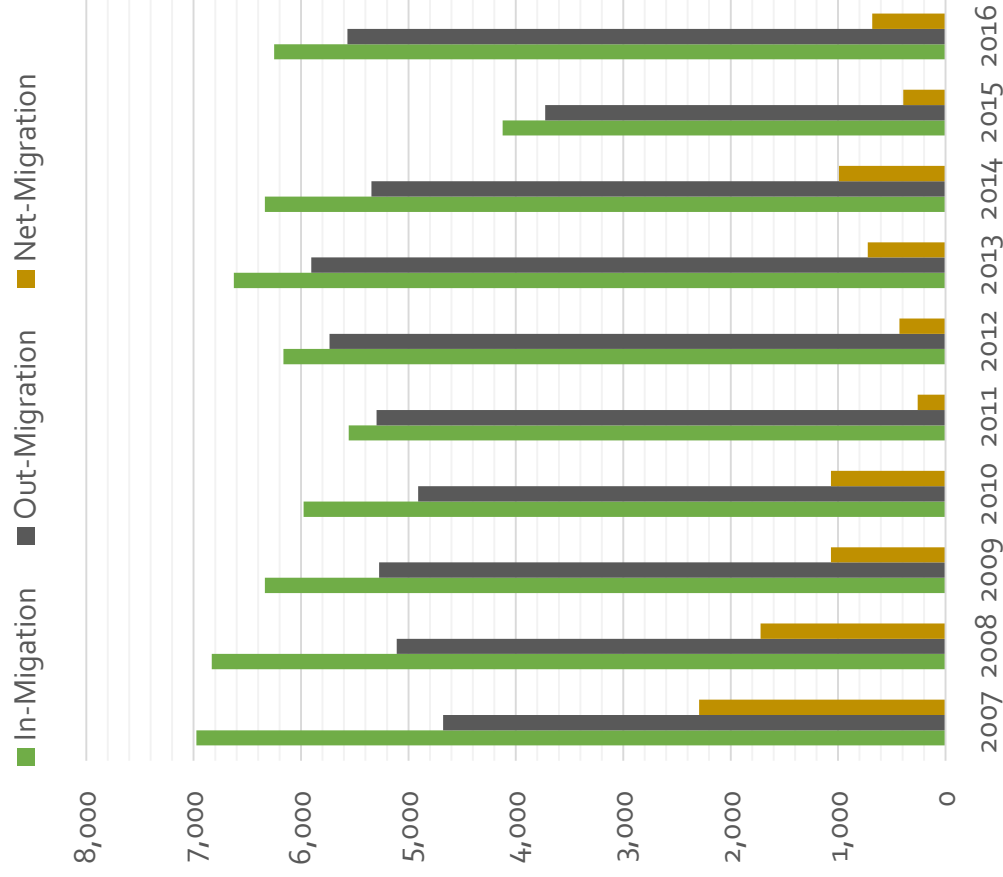
Columbia

St. Louis

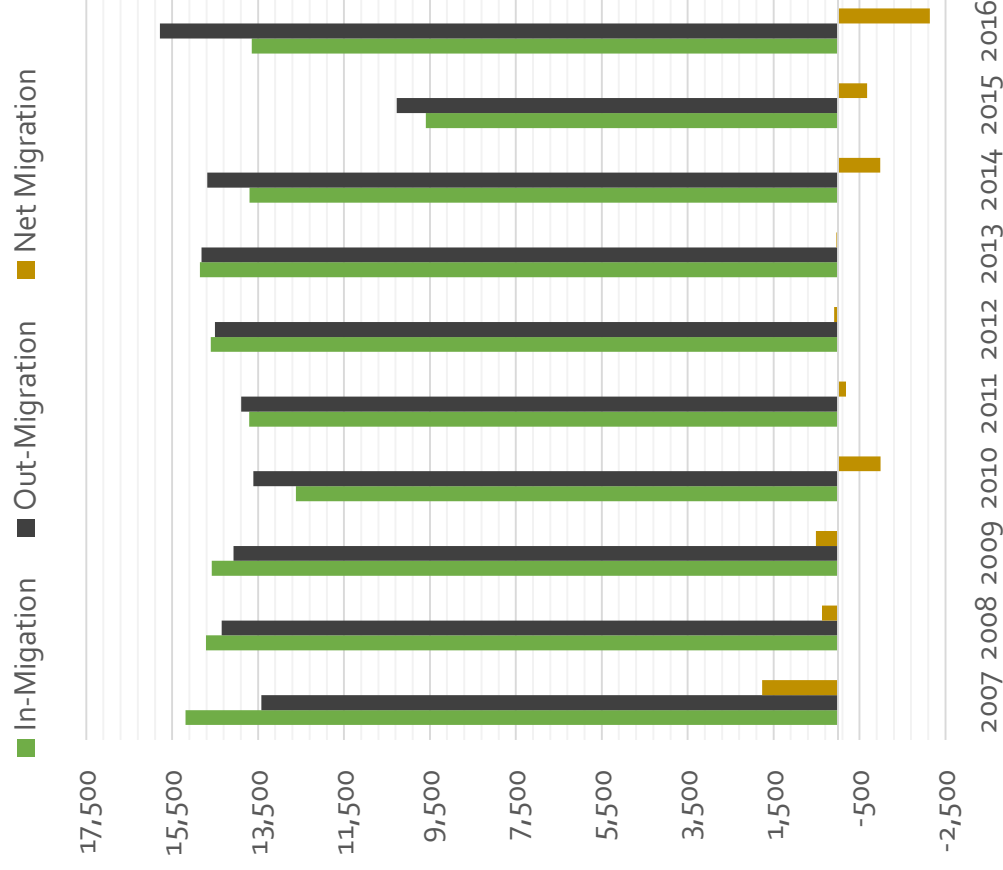
Kansas City

Net Migration

Net Migration 2007 – 2016,
Christian County



Net Migration 2007 – 2016,
Greene County



Demographics & Employment

Population Change

This section contains population census data for the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up of Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas were 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 has 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

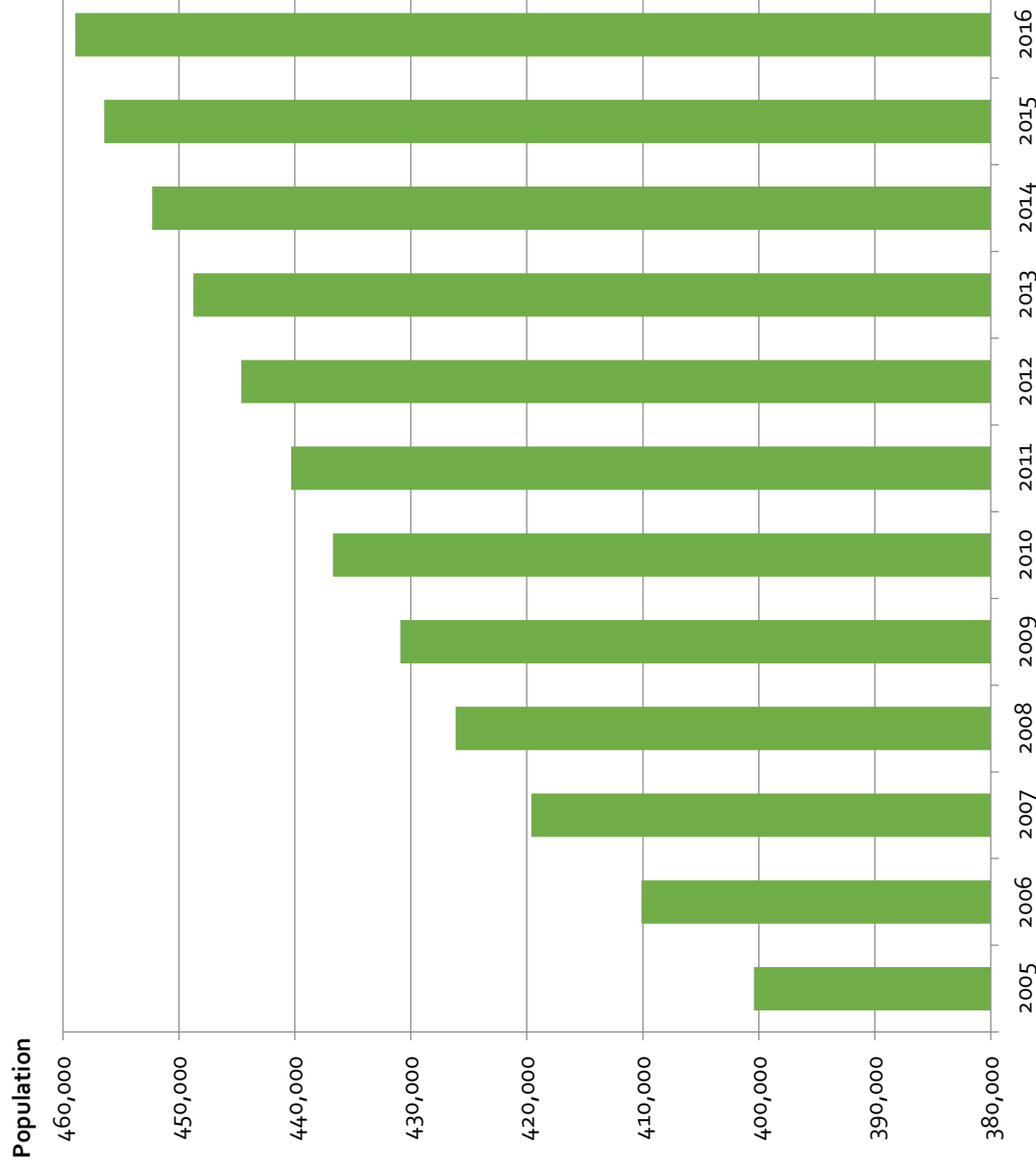
As of the 2010 Census, the Springfield MSA includes Greene, Christian, Webster, Polk, and Dallas Counties.

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

From 2005 to 2016, the MSA population has increased from 400,410 to 458,930. This is an overall increase of %14.6, or %1.22 annually.

Using the rule of 70, at an annual growth percent of 1.22, it will take the Springfield MSA over 57 years to double in population to 919,860.

Springfield MSA Population
(Greene, Christian, Webster, Polk and Dallas Counties)
Source: U.S. Census Bureau, 2016 Population Estimates



Springfield MSA

Continued

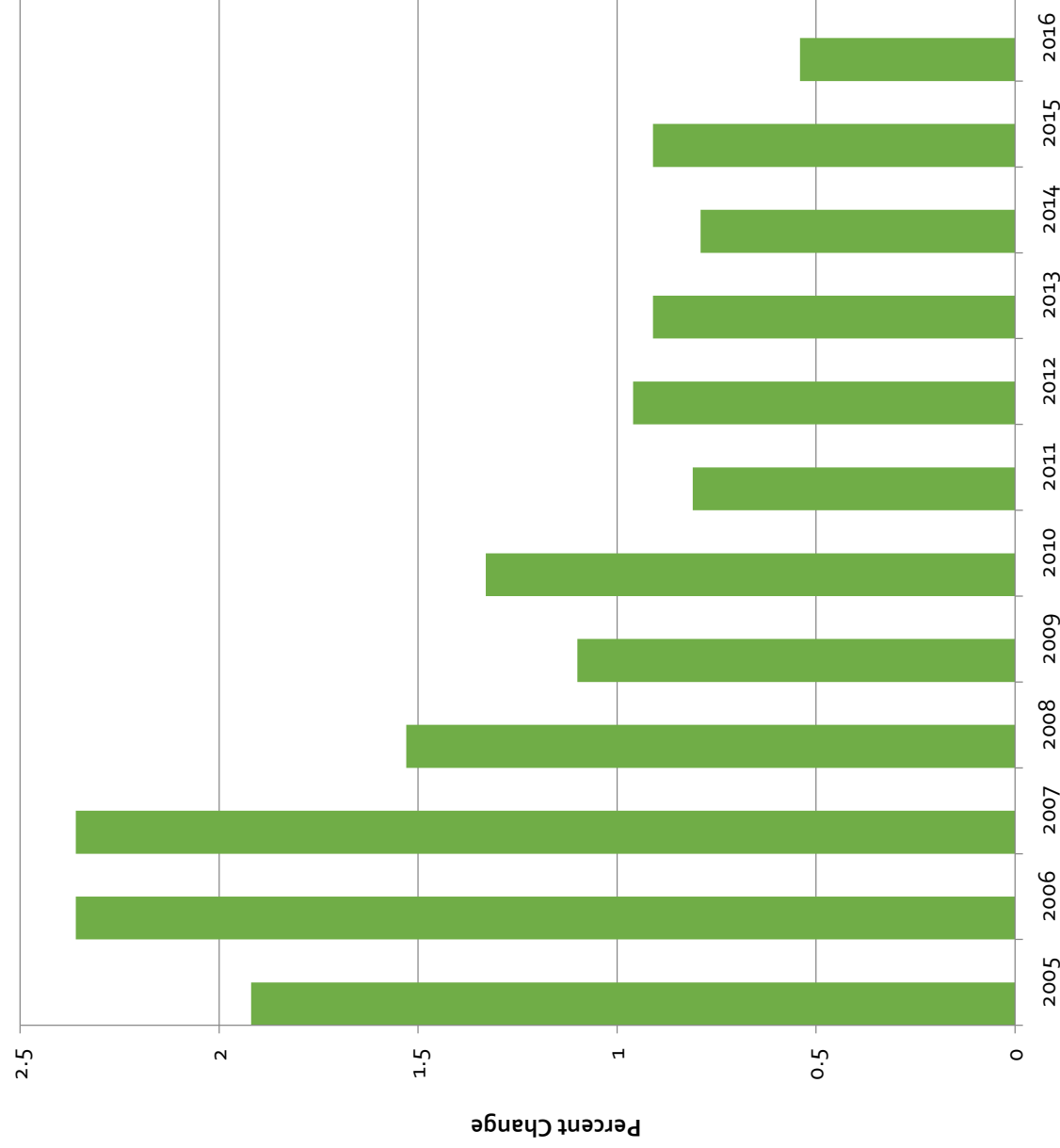
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

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 changes during the 12-year period from 2005 to 2016 were in 2006 and 2007.

The lowest year-over-year percent change was from 2015 to 2016 at %.52.

Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau, Annual Population Estimates



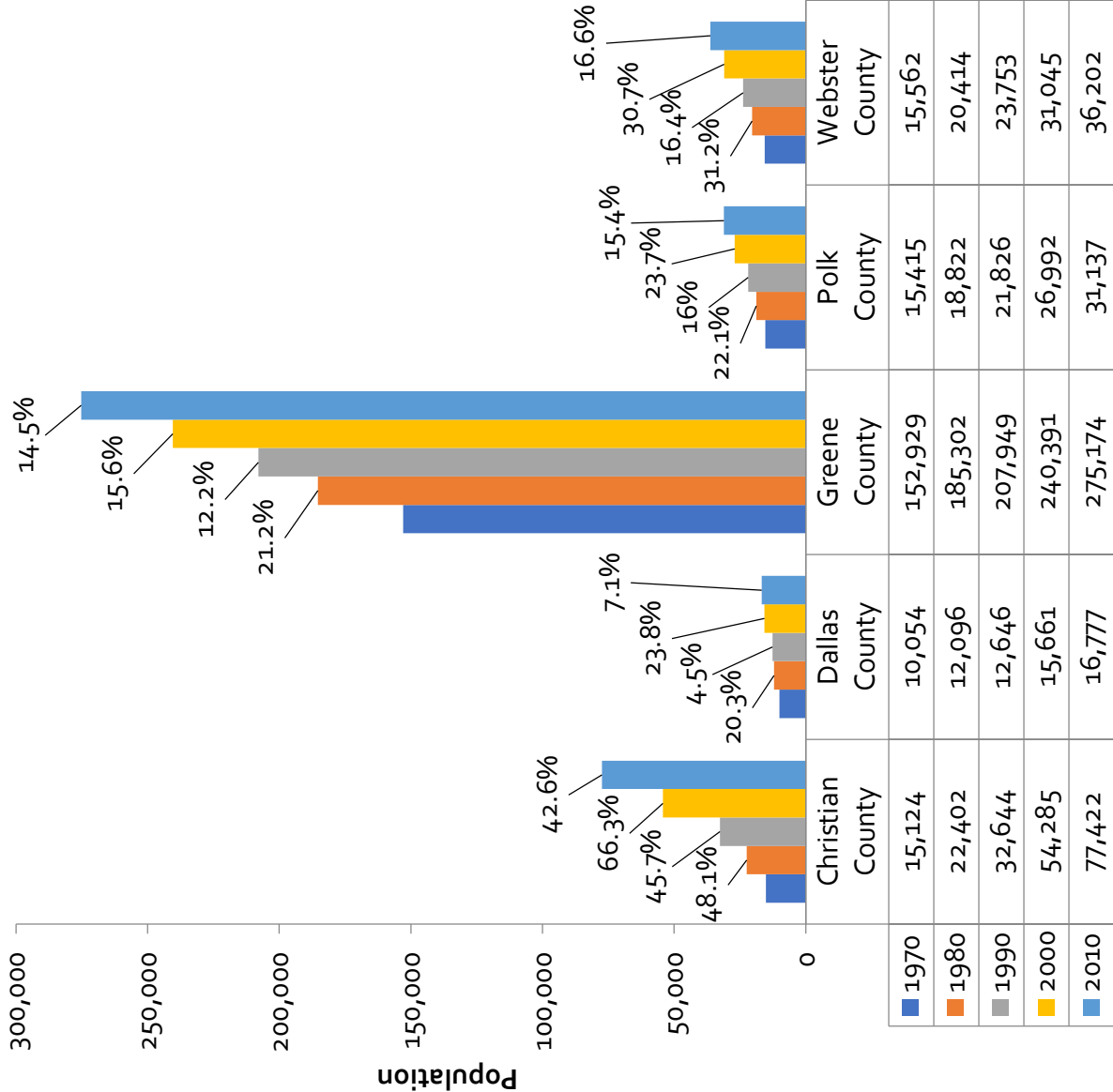
Individual Counties

The graph on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1970 to 2010.

Each bar is labelled with the percent change from census period.

Christian was the fastest growing county in the MSA in terms of percent change during the 40-year period adding 62,298 people. Greene county grew the most in terms of raw magnitude adding 122,245 people.

Population Increase
Springfield MSA Counties 1970-2010
Source: Missouri Census Data Center



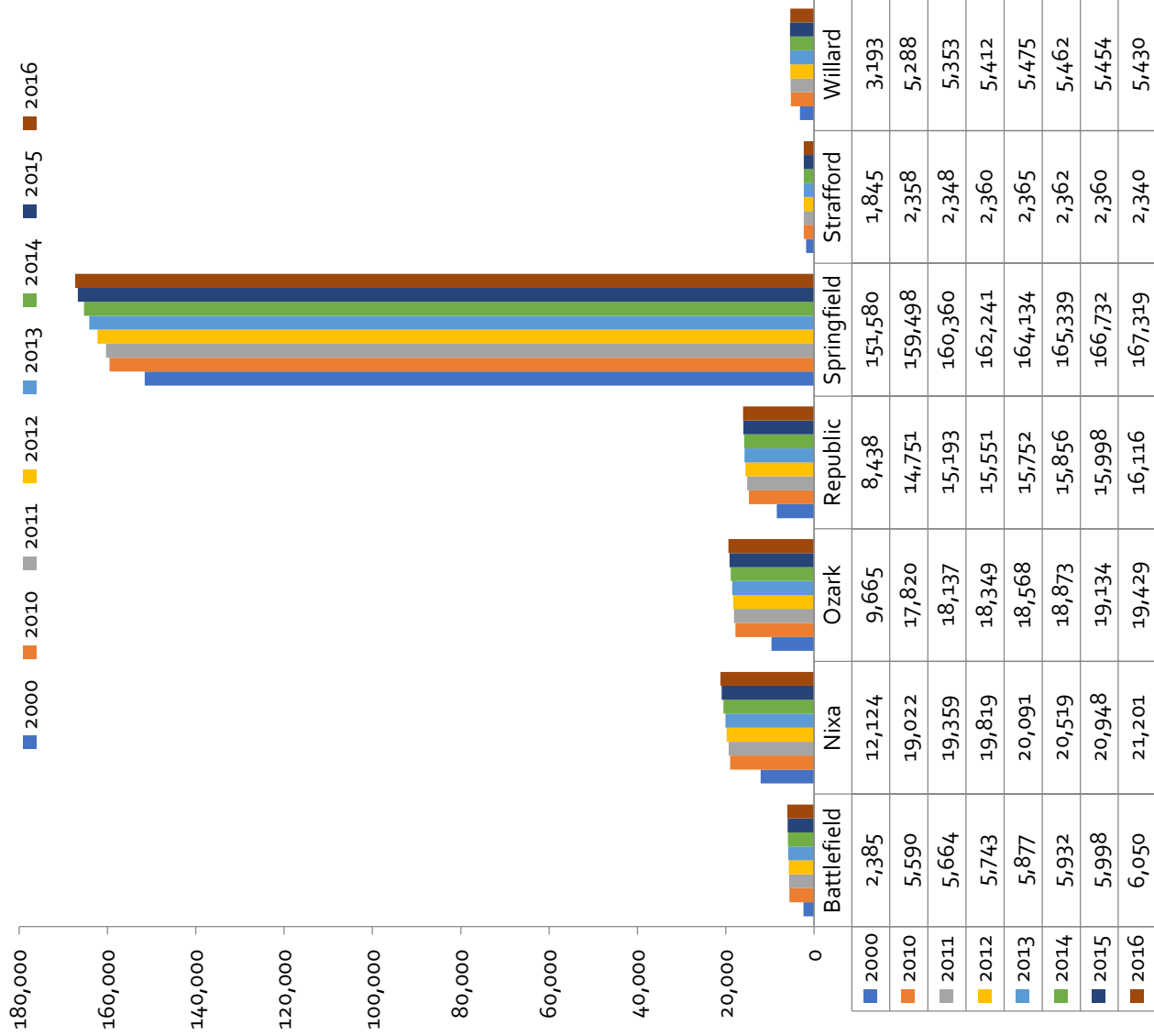
Cities in the OTO Area

The information on this page shows population growth for cities within the OTO area from 2000 to 2016.

The City of Springfield has experienced steady growth since 2000 and remains the employment and activity center 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 2016. During this time Springfield added 7,821 people compared to 5,737 in all other surrounding cities combined.

Population Growth of Cities in the OTO Planning Area
Source: US Census Bureau, Population Estimates Program



State, Region, Nation

Between 2010 and 2016, the five-county Springfield Metropolitan Statistical Area (MSA) population growth rate exceeded the growth rate of Missouri and the nation as a whole, as well as the Northeast and Midwest regions of the United States.

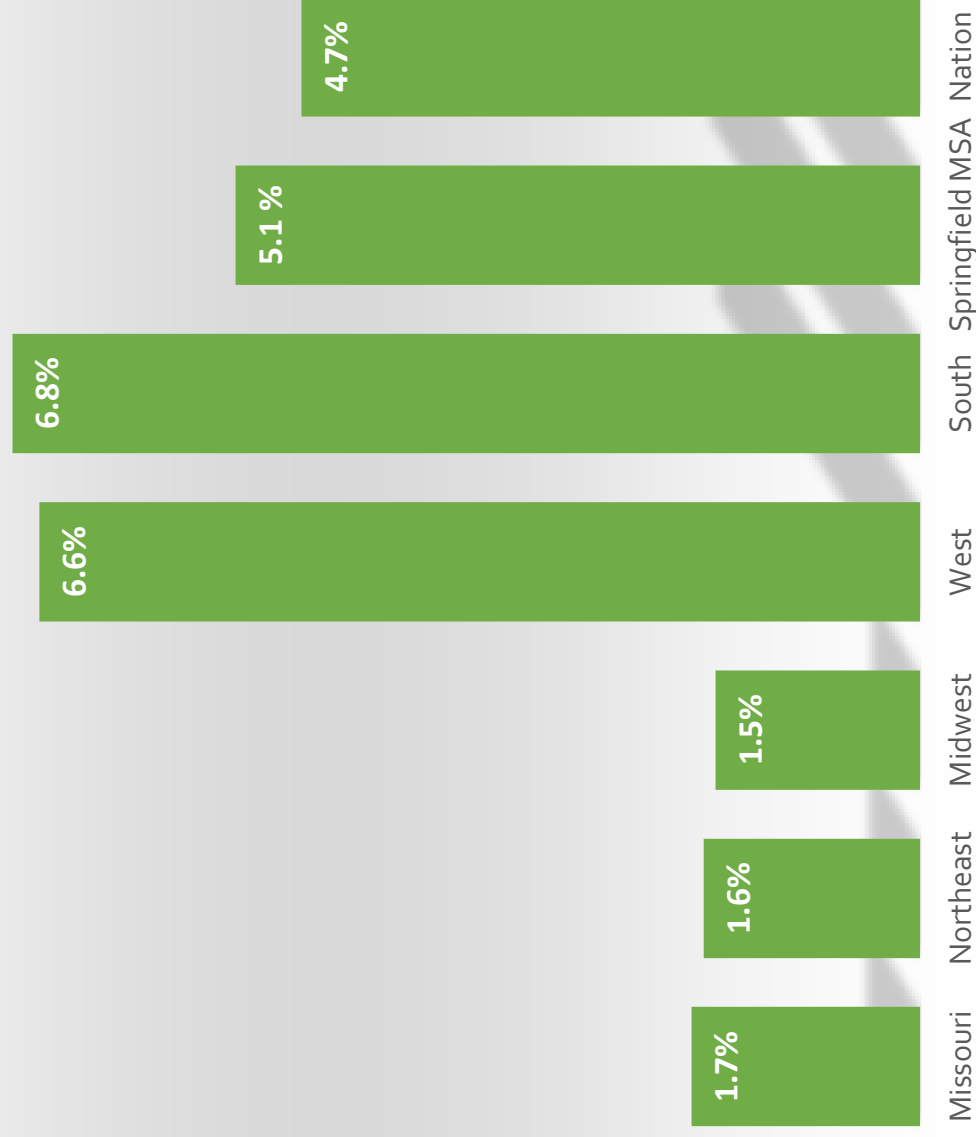
The population of the United States increased by 4.7% between 2010 and 2016 while the population of the Springfield MSA grew by 5.1%.

Nationally, the South (6.8%) and West (6.6%) grew faster population-wise than the nation as a whole. Meanwhile, the Midwest (1.5%) and Northeast (1.6%) saw slower than average population growth.

Population - Percent Change

2000-2016

Source: US Census Bureau, Population Division
Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2016



Median Household Income

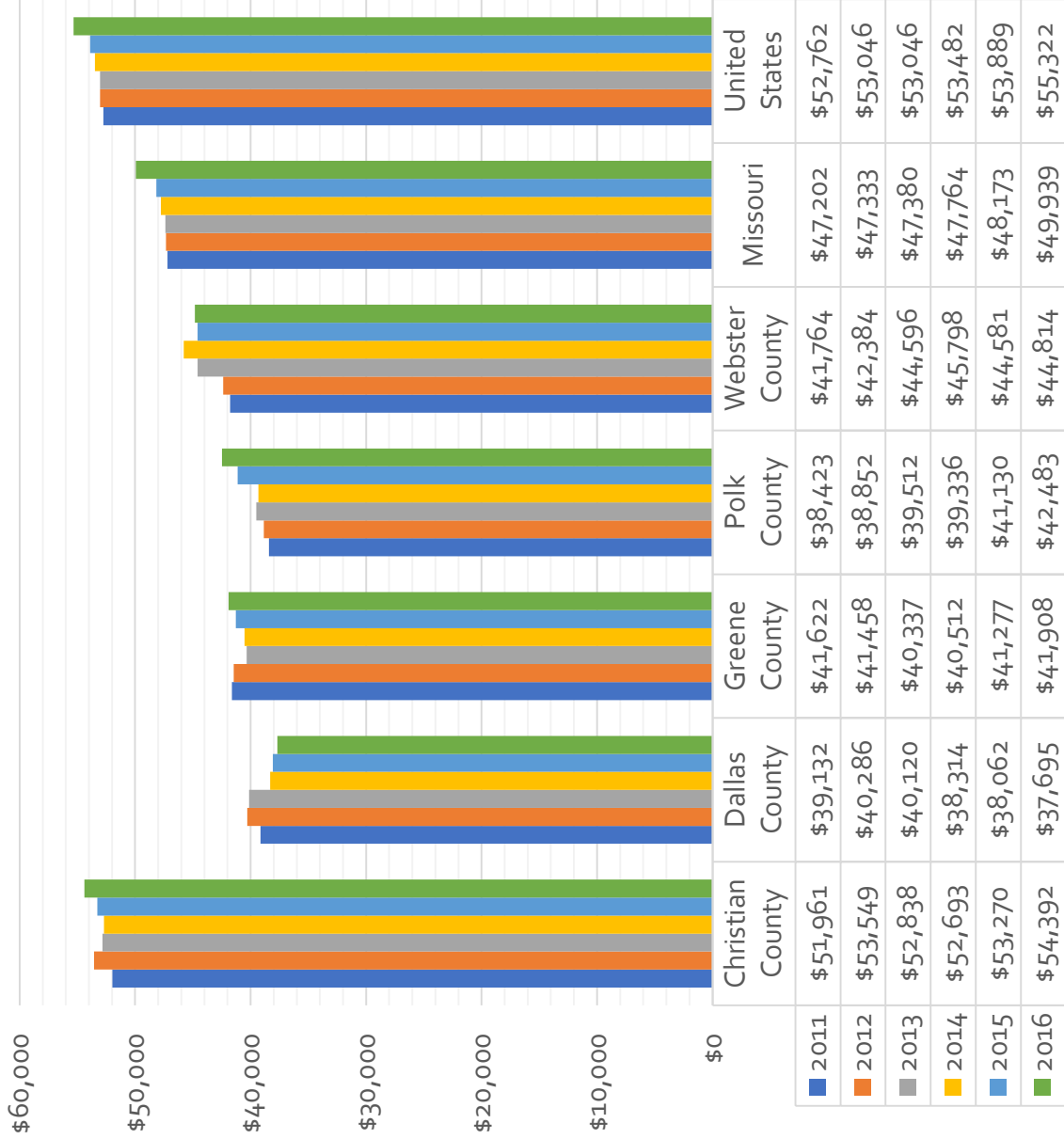
Median household income for the five counties that comprise the Springfield MSA counties, Missouri, and the United States for each year from 2010 to 2016 is presented here.

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. The 5-year estimates should only be compared at five-year intervals.

A comparison of statistical difference of 2011 and 2016 income levels indicates that median household income has risen in all geographies except Dallas and Greene counties. Based on the sample margins of error, the median income for households in these counties in 2016 is not statistically different than median household income in 2011.

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



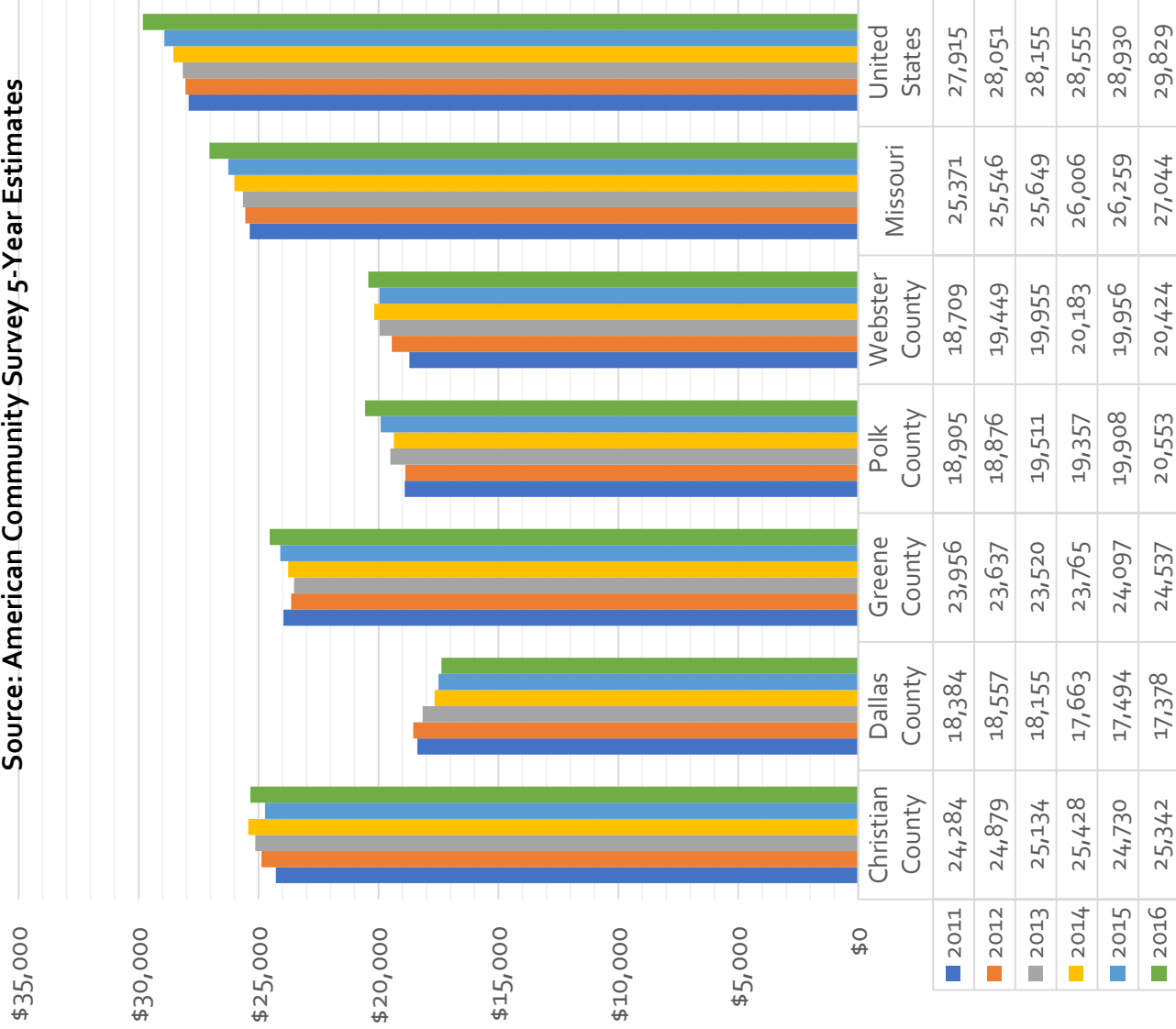
Per Capita Income

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 (\$29,829) and state (\$27,044) per capita income levels for 2016.

As with the ACS data for median household income, comparing 2011 and 2016 per capita income for statistical difference between samples indicates that apart from Missouri and the U.S. only Polk and Webster counties have increased. The per capita income levels for Christian, Dallas and Greene could be the same for both the 2011 and 2016 samples at the 90% confidence level.

Per Capita Income
Springfield MSA Counties
Source: American Community Survey 5-Year Estimates

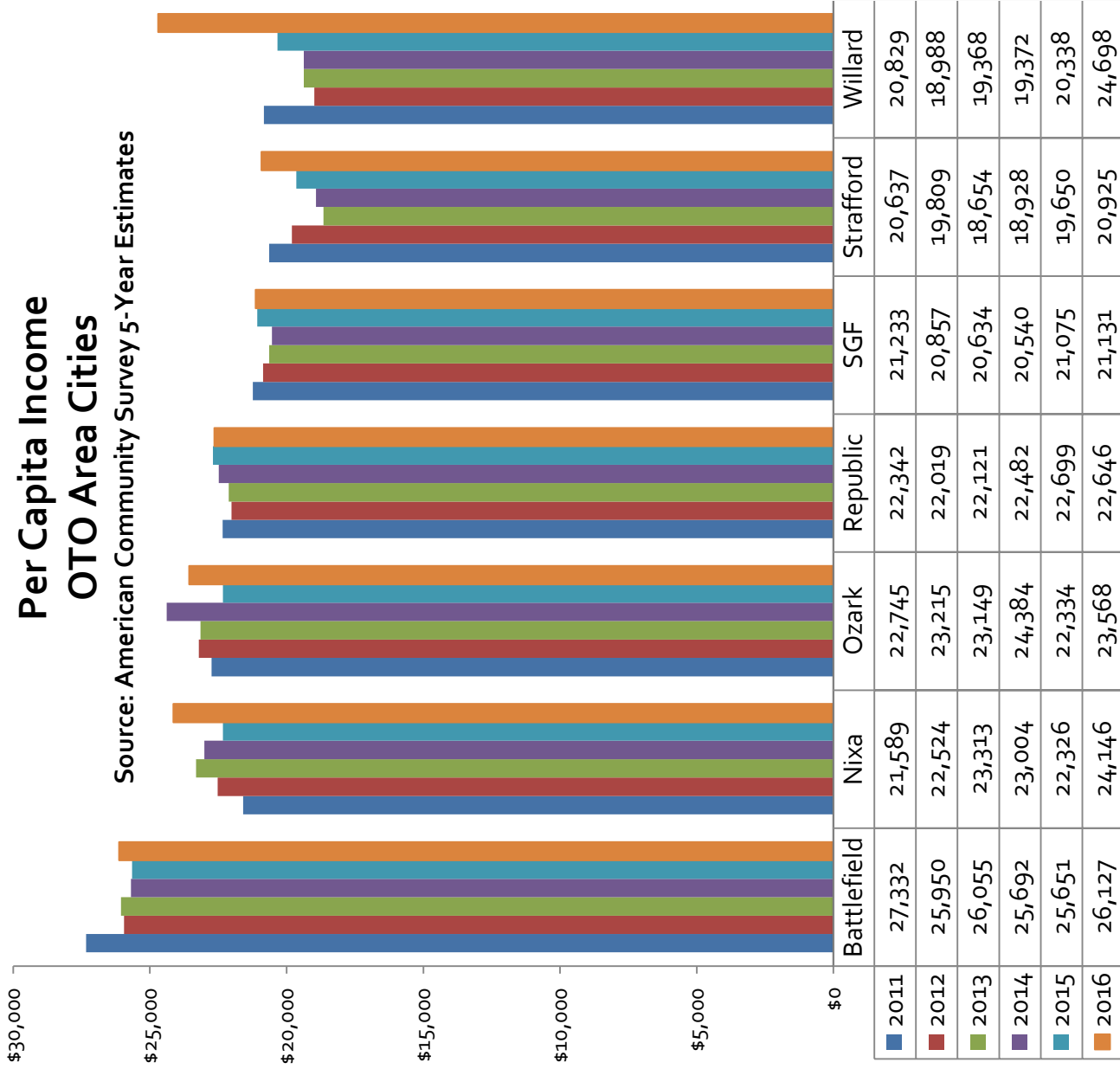


Per Capita Income

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 2016 compared to 2011, the only statistical difference between the two estimates for any OTO area city is in Nixa where per capita income has increased during this period.

No city in the OTO area has a higher per capita income estimate than the nation (\$29,829), or the state of Missouri (\$27,044).

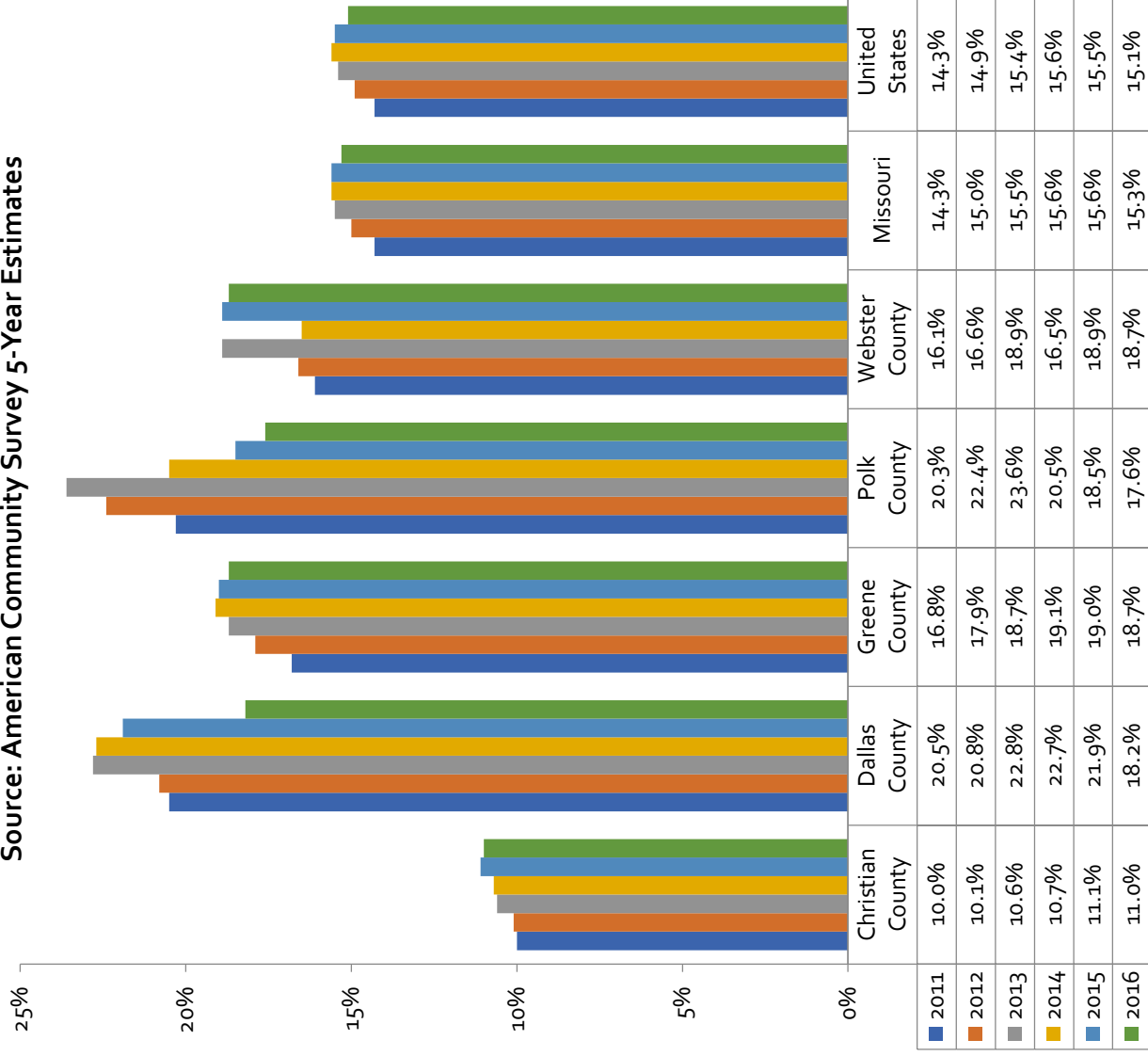


Persons Living in Poverty

In 2016, Greene and Webster counties had the highest percentage of people living at or below the poverty level with 18.7% of the population. From 2011 to 2016 both Missouri and the United States saw an increase 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 2011 and 2016 surveys, only the Greene County estimate is statistically different. There is a 90% confidence that the percentage of people living in poverty has increased between 2011 and 2016 in Greene County.

**Persons Living in Poverty
Springfield MSA Counties**
Source: American Community Survey 5-Year Estimates



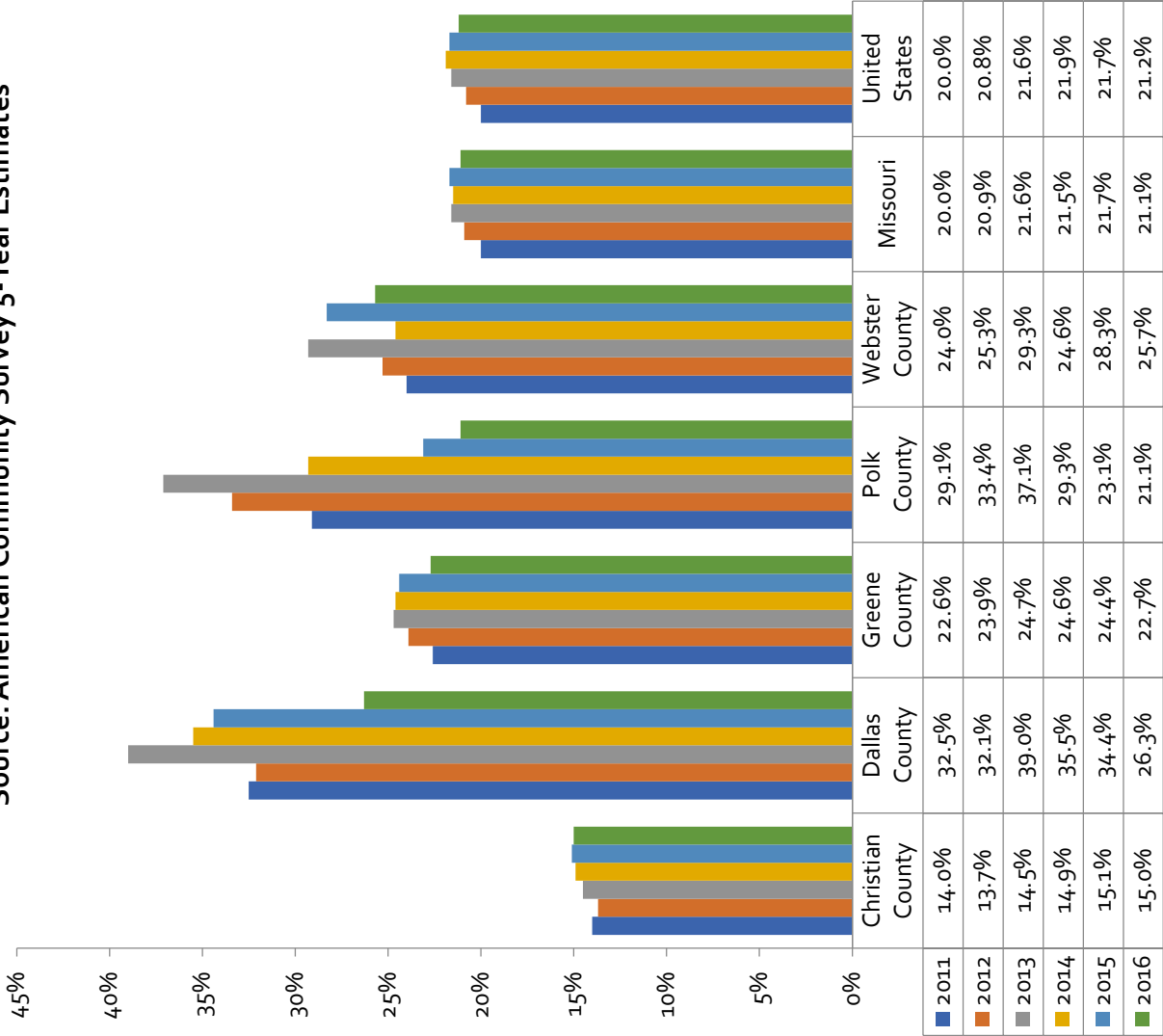
Children Living in Poverty

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 an increase in the percentage of children living at or below the poverty level from 2011 to 2016. The bar graphs for Missouri and the United States show a rise beginning in 2011, a peak, and a decline in 2016 estimates over this period. The estimates for Missouri and the United States are statistically different for 2011 and 2016 and should be considered indicative of a trend for children living in poverty.

Although Christian and Greene counties come close to showing a similar trend during this time, none of the estimates for MSA counties are statistically different from 2011 to 2016.

Children Living in Poverty
Springfield MSA Counties
Source: American Community Survey 5-Year Estimates



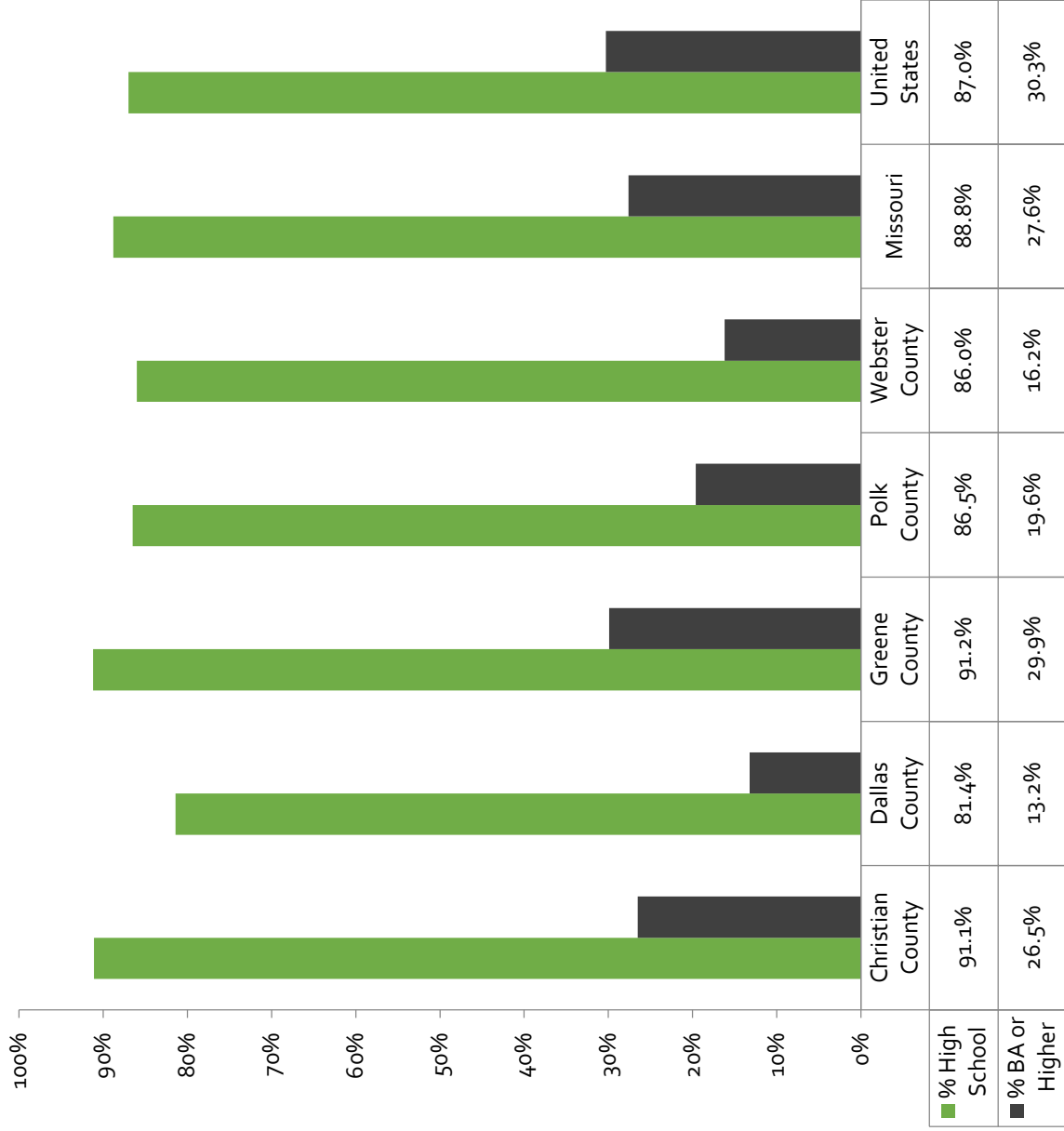
Workforce Education Levels

Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties has 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 29.9 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 81.4 percent and has the lowest percentage of college graduates at 13.2 percent.

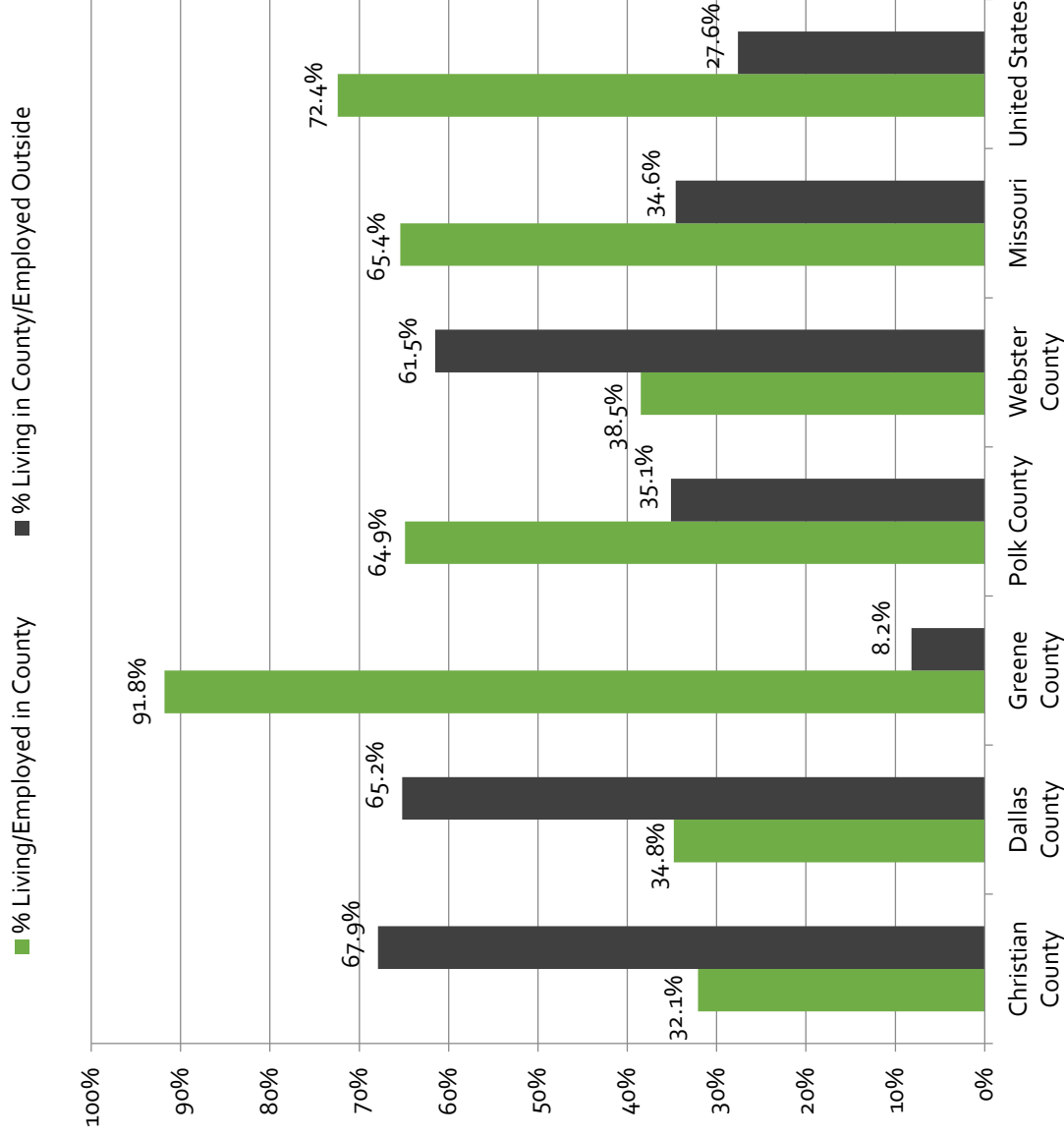
2016 Workforce Education Levels
Percent with High School Diploma and College Degrees in
Springfield MSA Counties
Source: 2016 ACS 5-Year Estimates



Commuting Patterns

County of Residence vs. County of Employment

Source: 2016 ACS 5-Year Estimates



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 61.5% of workers in Webster County and 65.2% 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.

Mean Travel Time to Work

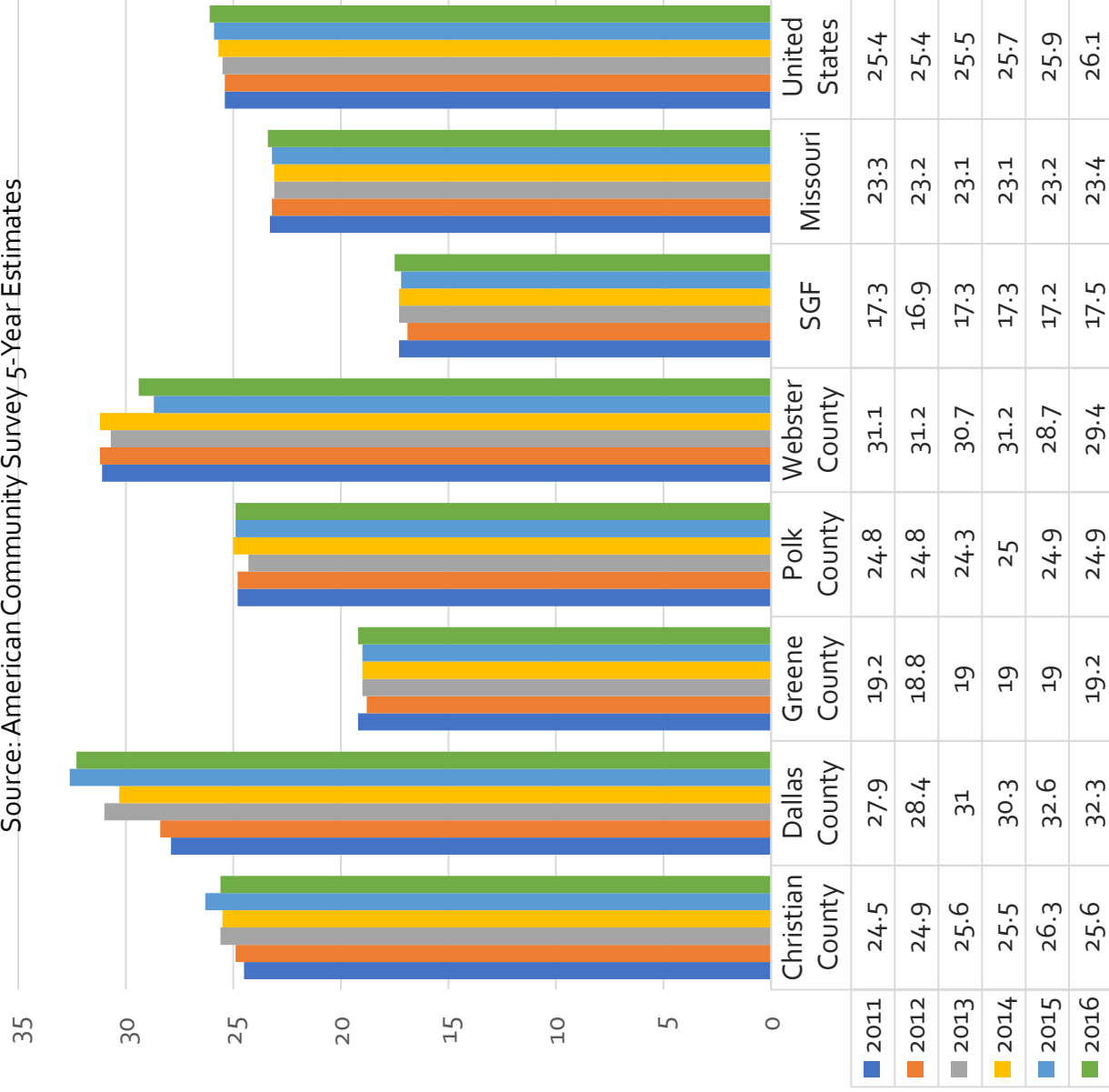
The chart to the right shows the average commute time for individuals living in Springfield and the five-counties in the Springfield MSA.

Residents of Springfield and Greene County have the shortest commutes to work at 17.2 minutes and 19.2 minutes, respectively. Workers living in Dallas County have the longest commutes with the average of 32.3 minutes to their place of employment.

The travel time estimates from 2011 and 2016 for Christian and Dallas counties are statistically different and have increased during this time. Additionally, there is a 90% confidence that travel time to work has decreased for residents Webster County.

Mean Travel Time to Work in Minutes Springfield and MSA Counties

Source: American Community Survey 5-Year Estimates



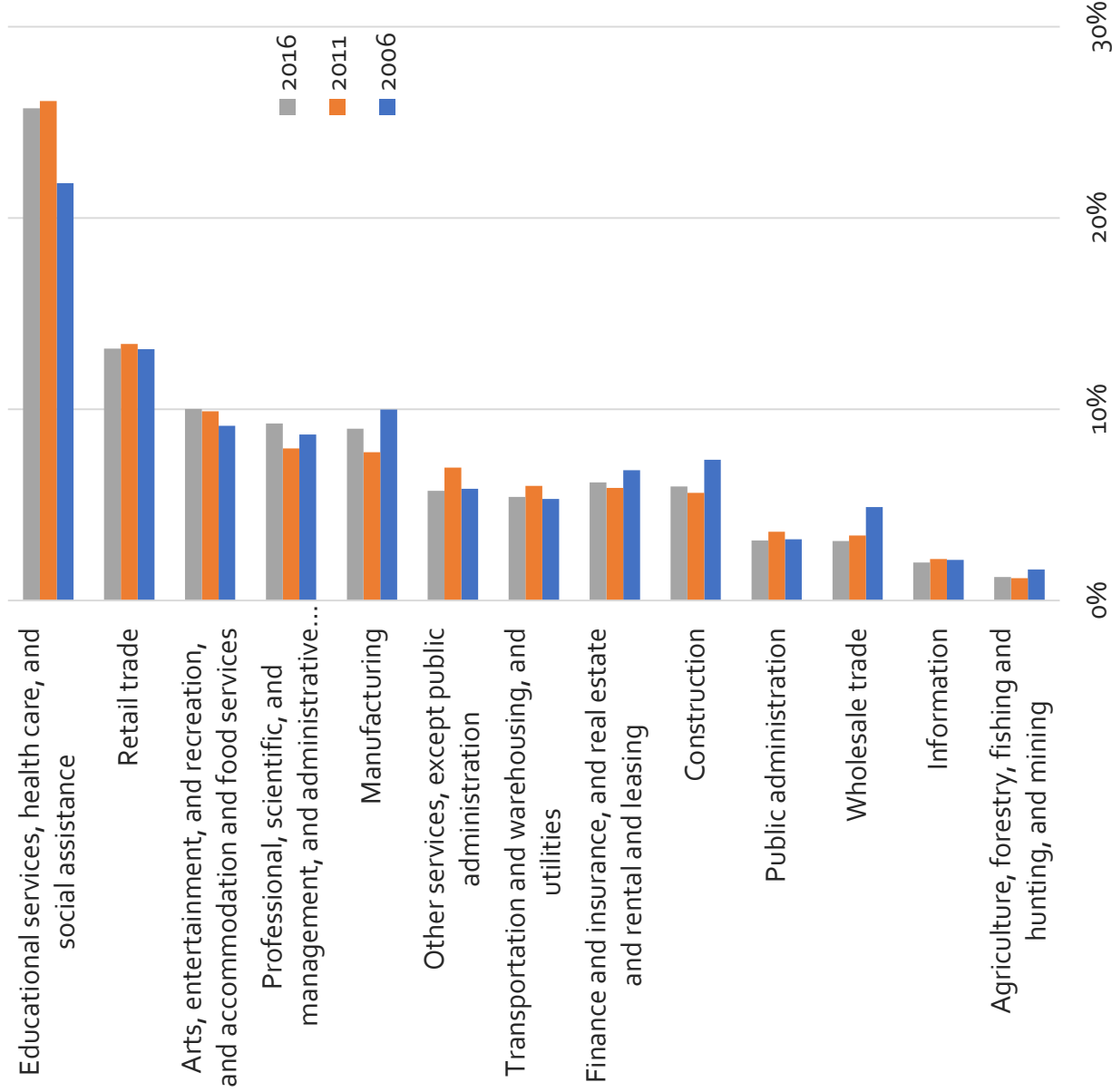
Workforce By Industry Springfield MSA

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 2006, 2011, & 2016
Source: ACS 5-Year Estimates



Number of Jobs by Jurisdiction

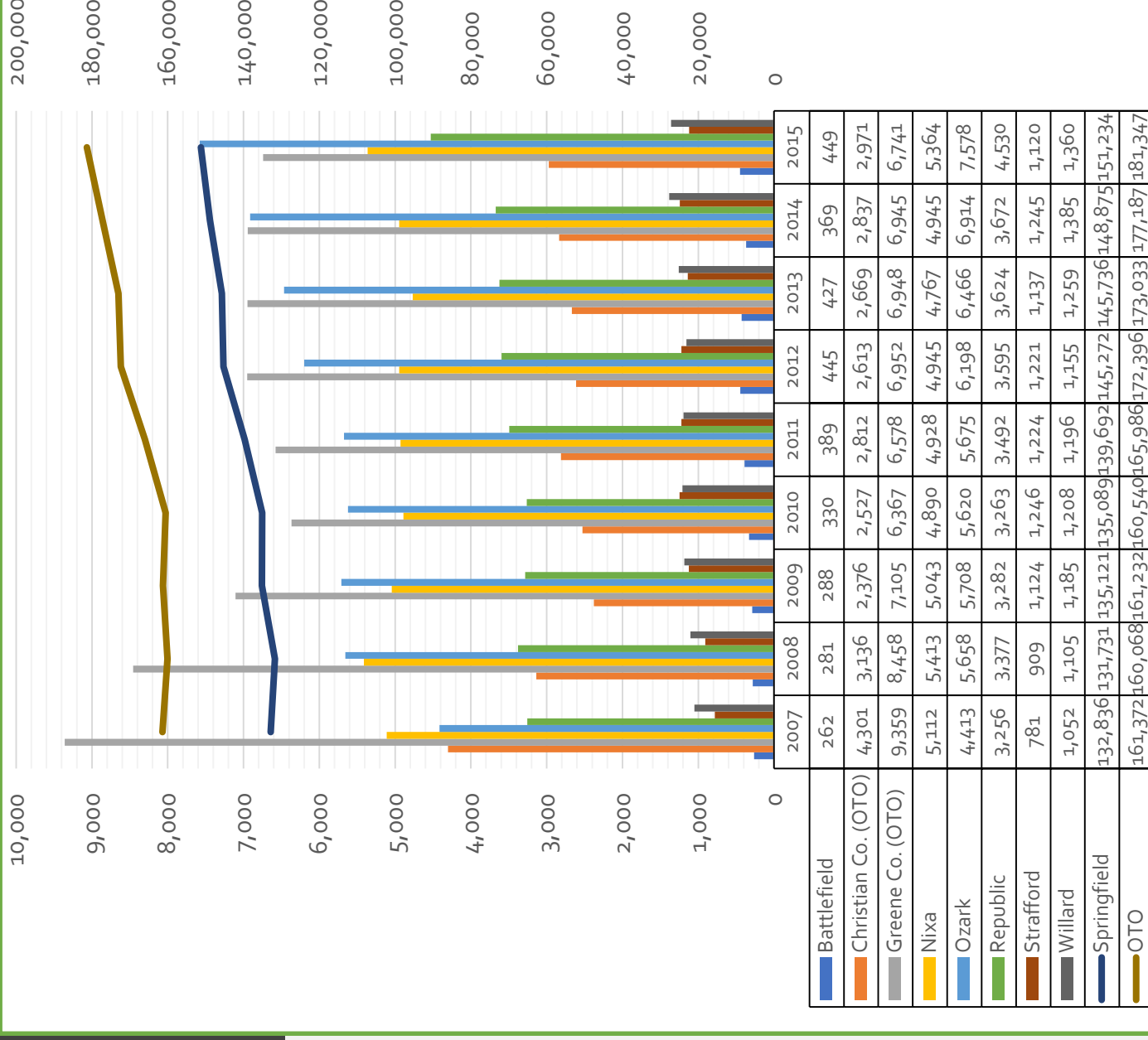
The data contained in the chart on this page was retrieved from the U.S. Census Bureau *OnTheMap* application.

The vertical bars in the chart are plotted on the left axis. The lines representing Springfield and the OTO area as a whole are plotted on the right axis.

The Local Employment and Household Dynamics (LEHD) program provides information on the number of jobs at the census block level from 2002 to most recently, 2015.

The jobs data is derived from the Bureau of Labor Statistics Quarterly Census of Employment and Wages. The data was summarized for each jurisdiction within the OTO area.

The data show job losses for unincorporated parts of Christian and Greene counties within the OTO boundary. Conversely, the cities of Ozark and Republic show a significant increase in the number of jobs within boundaries from 2007 to 2015. The proportion of jobs within the city limits of Springfield out of the total jobs in the OTO boundary increased from 82.3% in 2007 to 83.4% in 2015.



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:

Internal Revenue Service, 2017. Migration Data 2011 – 2016 & Migration Data 1990 – 2011. <https://www.irs.gov/statistics/soi-tax-stats-migration-data>.

U.S. Census Bureau, 2017. LEHD Origin-Destination Employment Statistics Data (2002-2015). Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 11/28/2017 <https://lehd.ces.census.gov/data/#lodes>.

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

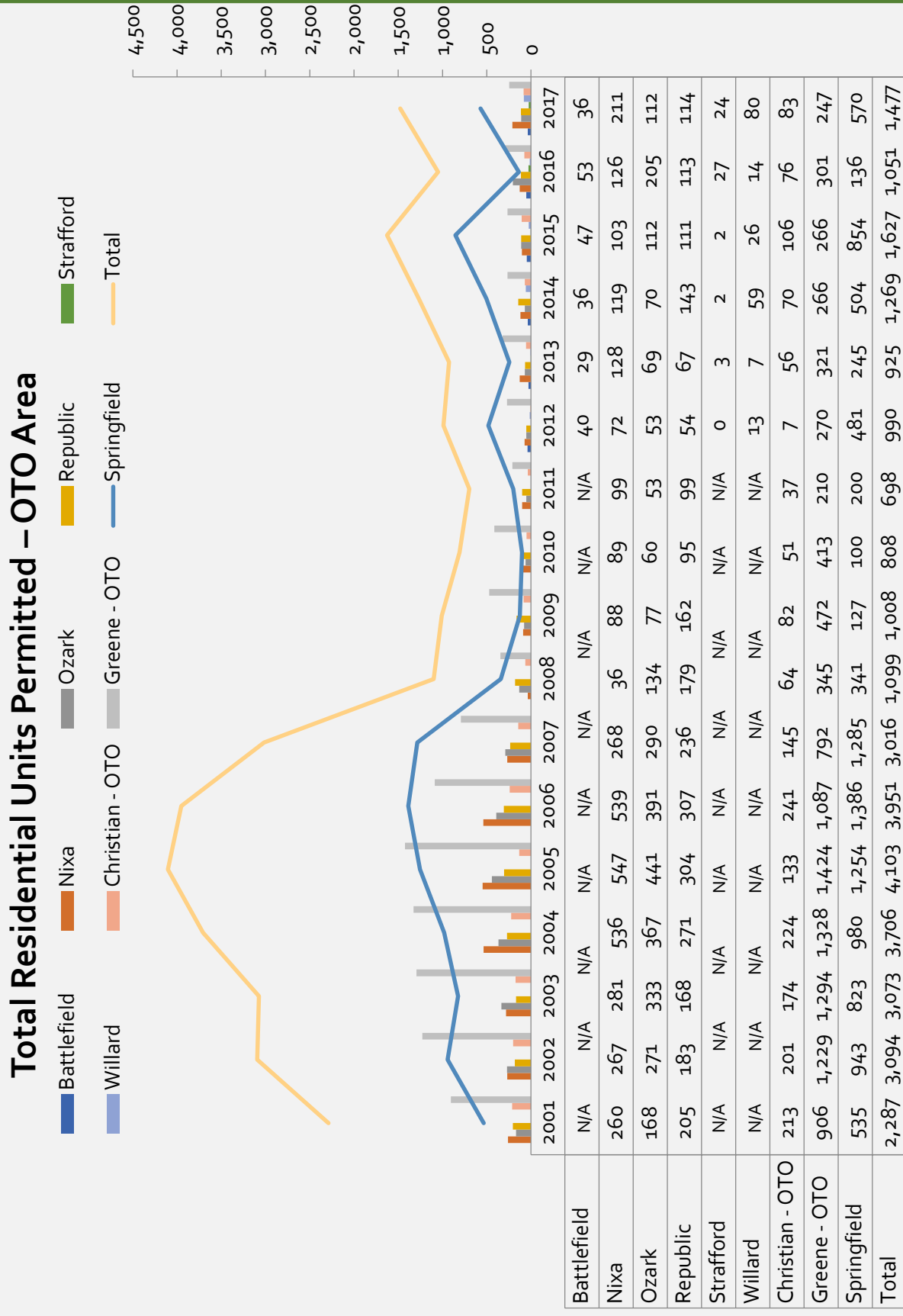
Missouri Census Data Center, 2017. <http://mcdc.missouri.edu/decennial-census/2000.shtml>

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

U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

U.S. Census Bureau, 2007-2011 American Community Survey 5-Year Estimates

Appendix: OTO Area Permit Activity 2001 - 2017



TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.F.

Public Participation Plan 2017 Annual Evaluation

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

AGENDA DESCRIPTION:

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are continuously evaluated. This annual evaluation is conducted in accordance with the Public Participation Plan 2017 approved by the Board of Directors on June 15, 2017 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information only. No action required.

Public Participation Plan
2017
Annual Evaluation



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 1, 2018

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

Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are continuously evaluated. This annual evaluation is conducted in accordance with the Public Participation Plan 2017 approved by the Board of Directors on June 15, 2017 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information and increase public involvement and input.

Previously Designated Action Items

As part of the Public Participation Plan 2017, six action items were identified to improve outreach and increase public involvement. The six items include:

- 1) Conduct a marketing campaign in February and March of 2017 focusing on the OTO. Specifically, throughout a two-month cycle the OTO will run a marketing campaign titled Did You Know? During the campaign 3 factoids about the OTO or the OTO area will be showcased. These factoids should be marketed through a variety of media outlets intended drive traffic to the GiveUsYourInput.org blog post.
- 2) Increase the number of people signed up on OzarksCommute.com. The OTO will be reintroducing this recently updated website to the business and previous users in 2017. Since OzarksCommute.com has switched platforms all previous users must sign up on the new site to use it.
- 3) In 2016, the OTO increased its followers on Twitter by more than 50 but was not able to do the same on Facebook. To help bring more awareness to Twitter and Facebook, the OTO has decided to try to improve the content that is provided to its followers. The goal is to increase the participation of the followers on these sites, by providing more meaningful content. Staff at the OTO will increase the frequency of social media posts and blogs to drive traffic to the OTO website and increase exposure of the OTO's role and publications.

- 4) The OTO staff will also undertake rebuilding the website for Let's Go Smart. The site had been built and maintained by Ozark Greenways with the intention of getting residents of the Springfield-metro area to consider a variety of transportation choices from walking and biking to carpooling and transit. OTO has set a goal to have the new site running by July 1, 2017. The new site will also utilize Google analytics to measure performance and usage.
- 5) The OTO shall prepare a one-page fact sheet with information on how and when input is gathered in the transportation planning process and disseminate to media outlets, through social media posts, at public meetings, and at community events.
- 6) A summary analysis report on the disposition of comments will be included as part of the final LRTP and TIP as well as other plans where appropriate. The format of the report will be developed and refined during the annual TIP process and used as standard format for the LRTP and other plans where appropriate.

Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

Facebook Participation

Date	Likes	Men/Women
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43

Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	KC	Ozark	Republic
August 2014	-	60	4	3	2	2
April 2015	-	82	4	3	4	3
July 2016	15	72	5	2	11	7
March 2017	13	66	5	3	11	5
March 2018	3	117	8	3	13	4

Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1503
March 2017	169	214	1648
March 2018	185	219	1712

Number of Meetings Open to the Public

OTO attempts to hold six meetings annually for the following boards and committees:

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*†	8*	6	11

**Indicates an E-meeting was held during the year. †Includes Board of Directors Training Workshop.*

Press Releases Sent

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Media Coverage of OTO

A log of all media articles and stories where OTO was featured or mentioned has been updated since October 2014. The log provides a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases, this log could serve as a guidebook to the effectiveness of our press releases.

- Media coverage from October 2014 to December 31, **2014– 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 - 12**

Events Attended by OTO Staff in 2017

The OTO defines events as any function where the public has access to OTO staff outside of the OTO office. Events are often expos or trade shows. This last year in conjunction with seeking public input through Regional Trail Investment Study Workshops a variety of events were attended:

- Greene County Kansas Extension Public Meeting – March 23
- MoDOT Study of Rail Crossing Listening Session – April 11
- Regional Trail Investment Study Workshop – April 19
- Regional Trail Investment Study Workshop - April 20
- Regional Trail Investment Study Workshop – June 21
- Regional Trail Investment Study Workshop – June 22
- OACAC's VOICE Program at Salvation Army Summer Camp – July 20
- Missouri Highways and Transportation Commission – August 4
- Springfield COC First Responders Appreciation Breakfast – September 20
- Trail of Honor Dedication Ceremony – October 12
- 2017 Community Focus Report Event – October 24

Website Statistics

In 2014, the OTO was not able to provide analytics for Ozarkstransportation.org, however, for the past three years the OTO has utilizing Google Analytics to document website statistics. Below are the google analytics for ozarkstransportation.org for 2015, 2016, and 2017.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9

Legal Ads

Legal ads are utilized to document efforts to include the public in the planning process. Affidavits of publication are evidence of the effort to involve the public by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3

Giveusyourinput.org

Giveusyourinput.org was developed in 2013. In 2014 the site was used for the Transportation Input Initiative. In March of 2015 the site was redesigned and transformed into a blog style layout. The public can search by keywords or see the latest posts. The site contains all public input items for the OTO as well as transportation items that may be of interest to the public.

Giveusyourinput.org Site Data

Year	Sessions	New Users	New Visitors (%)	Post Count	Comments
2015	11	11	100	30	15
2016	613	527	86	18	7
2017	842	688	93.6	39	10

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public.

The log maintains the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed
- In the event of an email a link to the email is also included

OTO logged 70 comments in 2013, 195 in 2014, 63 for 2015, 22 in 2016 and 40 in 2017.

Evaluation of Action Items

Below is an evaluation of the previously approved action items from the 2017 Public Participation Plan. The evaluation includes progress made towards completion, recommendations for moving forward, and an updated list of action items. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation.

1) Progress towards completion

The OTO conducted the marketing campaign in February and March of 2017 focusing on OTO throughout the two-month cycle titled *Did You Know?* The campaign was carried out through advertisements in print publications in Christian County. Twelve factoids about the OTO or the OTO area were showcased during the campaign. The factoids intended to be disseminated via a variety of media outlets and to drive traffic to a GiveUsYourInput.org blog post where all 12 factoids could be viewed with links to additional information.

Recommendations for moving forward

It is unclear if this activity occurred in 2017 or 2016. While it is most likely the campaign ran in conjunction with the Transportation Plan 2040 public participation effort in 2016, there is no indication based on searching server locations for documentation that this campaign ever really happened. In addition, there are no posts on the OTO's social media sites with *Did You Know?* factoids during February or March in 2016 or 2017. If the campaign did occur, it was not successful. There is no evidence of increased traffic on the GiveUsYourInput.org website proximate to the times the campaign was to have taken place.

Action item update

This is no longer an active action item.

2) Progress towards completion

The OzarksCommute.com website is active. The OTO partners with the City of Springfield to maintain the ride sharing application developed by RideAmigos. Links to the OzarksCommute.com site are maintained on the ozarkstransportation.org website on several pages devoted to the commuting program. The OTO staff directs individuals to the commuting site when enquiries are made. In addition, print brochures about the program are available at the OTO office.

Action item update

The OTO does not administer OzarksCommute.com and does not track the number of users. The OTO should coordinate with the City of Springfield to determine and monitor the number of users who have signed up on the website. In addition, a *Did you know?* campaign should be developed to post information about the ride share site on social media outlets on a monthly schedule.

3) Progress towards completion

The number of people who like the OTO Facebook page by increased by 43 from March 2017 to March 2018. Posts centering on the Regional Trail Investment Study performed very well. Improved content with photos and maps reached more people than other text only posts. The original action item of increasing the number of followers on Facebook by 50 has been accomplished.

Recommendations for moving forward

The strategy to create more engaging content with graphics has been successful in increasing the number of people who follow the OTO Facebook page. In addition, content linking websites and events for projects with wide community interest has also benefitted the OTO Facebook page by connecting more citizens to the OTO. Of the 220 people who like the OTO Facebook page, the majority are private citizens using their personal account rather than organizational accounts. This is not true for the followers on Twitter. Posts on twitter do not receive as much interaction as Facebook posts since more organizational accounts than personal accounts follow the OTO on Twitter. Twitter followers do include more local media accounts and may be a more effective way to communicate with news outlets than the public at large. It is recommended that the OTO Twitter account be used to post agendas and press releases than other content designed to engage the public which should be posted on Facebook.

Action item update

The OTO will continue to add more engaging content to increase the number of people that like the OTO Facebook page. The Facebook account should consider a broader public audience when posting content to this outlet. The OTO will move forward with the goal of increasing participation on the Facebook page to 250 likes by March 2019. The Twitter account should be geared towards engaging other community organizations and news outlets. The OTO will move forward with the goal of following more local media personalities and news organization accounts on Twitter as well as other community-based organizations and post content for this audience.

4) Progress towards completion

The Let's Go Smart website has been rebuilt and is maintained by Ozarks Greenways. The OTO staff did not participate in the development of the site.

Recommendations for moving forward

The OTO should maintain its support and partnership with CU Transit and Ozark Greenways for the Let's Go Smart program.

Action item update

This is no longer an action item.

5) Progress towards completion

The OTO has not prepared a one-page factsheet with information about how and when public input is gathered in the transportation planning process. This information has not been disseminated to media outlets, through social media posts, at public meetings, and at community events.

Recommendations for moving forward

While the OTO has not prepared a standard one-page factsheet, information about its role in the region is prepared on many brochures and presented when appropriate. It is difficult to condense the role of the MPO into one or two concise statements and the context of many public meetings and events may not be appropriate for self-promotion. A factsheet may not be the best medium to disseminate this information. The OTO should be presented as "your MPO" not "an MPO" as a more inclusive entity when engaging the public.

Action item update

The OTO will continue to promote its role as the area MPO at every opportunity and continue to improve messaging at key stages in the planning process.

6) Progress towards completion

A summary analysis report on the disposition of comments during the TIP process is included as Appendix I in the 2018 – 2021 TIP. This is the format that should be followed for the LRTP and other plans.

Recommendations for moving forward

Use the format included in the TIP for the public comment analysis report.

Action item update This is no longer an action item.

Conclusion

This is the third year of using the new performance measures as defined in the last PPP Evaluation. Additionally, OTO is making use of Google Analytics for its websites. These performance measures produce data for understanding how the local population is utilizing the tools OTO is providing. In 2017, 40 comments were logged compared to 22 the previous year. Usage of ozarkstransportation.org has decreased from prior years while sessions on GiveUsYouInput.org have increased during this time. Major planning efforts in 2017 included the Regional Trail Investment Study. As mentioned previously, this study was instrumental in increasing likes on the OTO Facebook page. This planning effort included its own website which may account for the decrease in usage of the OTO website from prior years and the increase in visits to GiveUsYouInput.org during the same time. This demonstrates that planning activities of wide community interest can elicit more exposure and public involvement for the OTO.

Although there are specific work program tasks assigned to OTO staff, such as social media and PPP evaluation, much of the public involvement in the planning process is fragmented. Press releases, meeting agendas, solicitations for public comment have not been posted to social media sites and other media. The public involvement process could be improved if this were integrated into a workflow in Table 1 on page 24 of the 2017 Public Participation Plan as standard practice.

The OTO staff may benefit from an inventory of tools and marketing resources for increasing involvement and exposure of OTO planning activities. Membership and attendance at local public relations workshops and events may be of value as there is currently no OTO staff person with a background in this area.

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 3/21/2018; ITEM II.H.

Amendment Number Eight to the Long Range Transportation Plan

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

AGENDA DESCRIPTION:

The City of Nixa has requested a Major Thoroughfare Plan amendment to realign Inman Road between Gregg and US 160. This section of Inman is currently classified as a Secondary Arterial.

The City of Nixa states that the current alignment has topographical challenges, including a sinkhole and a cliff area, which is approximately 30 feet in height. An exhibit with the request letter and a map is included.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

Amendment 5 to the LRTP was for the addition of \$215 million in revenue.

Amendment 6 to the LRTP was for the addition of I-44 capacity projects to the constrained project list.

Amendment 7 to the LRTP was for the MTP change to reclassify Grant as a secondary arterial.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve *Transportation Plan 2040* Amendment 8.”

OR

“Move to recommend that *Transportation Plan 2040* Amendment 8 be sent to the Board of Directors with the following considerations...”



Travis Cossey
Planning & Development Director
P.O. Box 395
Nixa, MO 65714
tcossey@nixa.com
(417) 725-5850

March 19, 2018

Mrs. Natasha Longpine
Ozarks Transportation Organization
2208 W. Chesterfield St. #101
Springfield, MO 65807

RE: Inman Road Alignment Adjustment

Mrs. Longpine,

The City of Nixa is requesting an amendment to the Major Thoroughfare Plan to allow for an adjustment to the alignment of Inman Rd. from S. Gregg Rd. to Highway 160. The City of Nixa is currently reviewing two development proposals in this area. During review of the applications it has been discovered that the current alignment as proposed on the Major Thoroughfare Plan presents challenges, both topographically and financial.

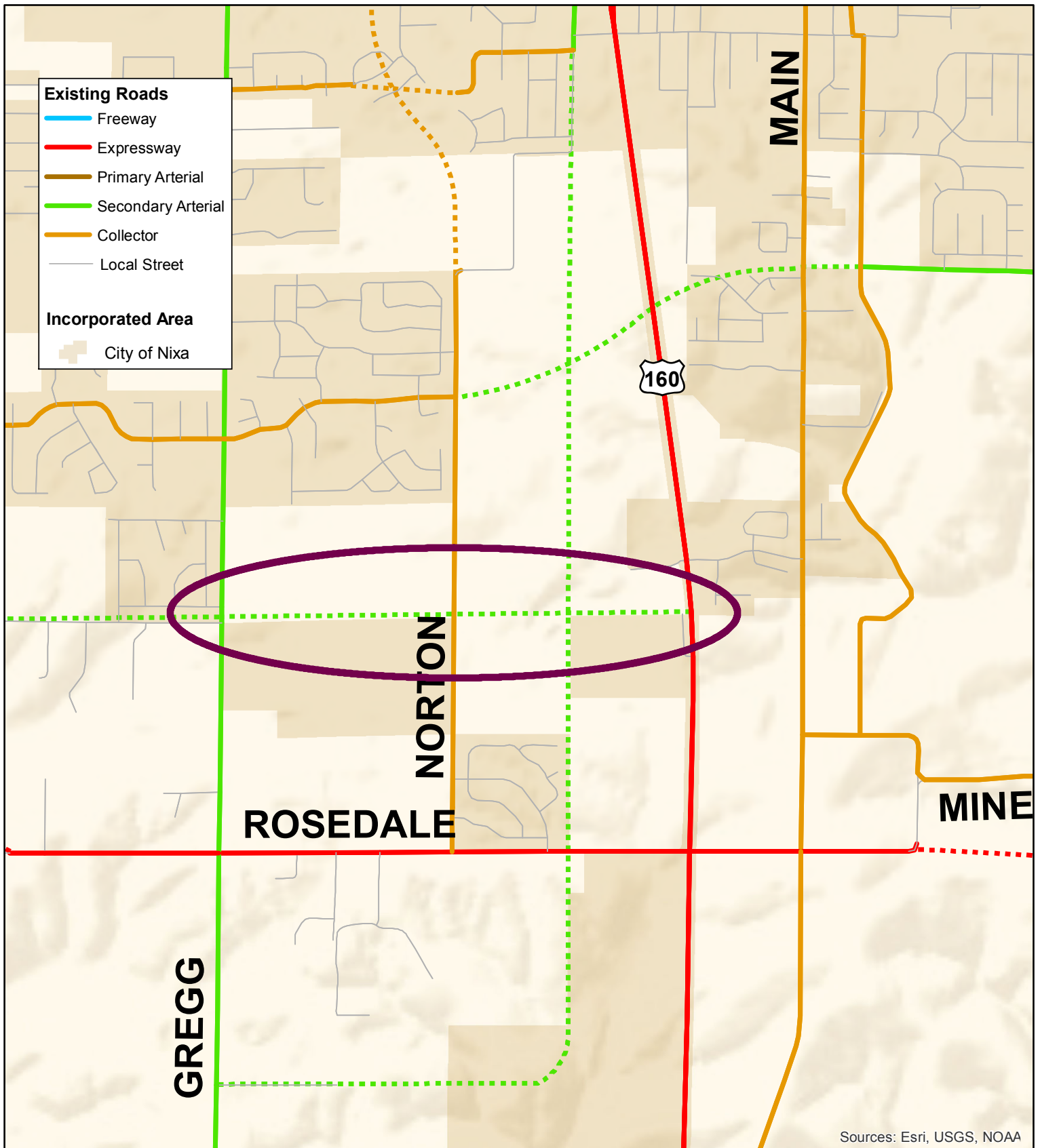
The current alignment conflicts with an existing sinkhole on the west end of the project and a cliff area approximately 30 feet in height on the east end of the project. Adjustment to the alignment avoiding these two areas will provide for a much better design that will be financially feasible for construction of the project. The City of Nixa is not requesting a change in the secondary arterial status of the corridor, merely a change in the alignment of this segment between S. Gregg Rd. and Hwy 160. Attached is an exhibit drawing indicating the proposed change in alignment.

Respectfully,

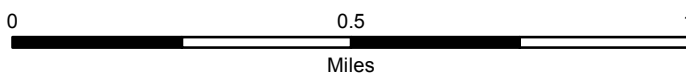
Travis Cossey
Planning & Development Director

Major Thoroughfare Plan

City of Nixa Inman Road Amendment Original

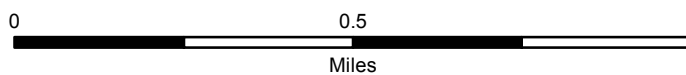
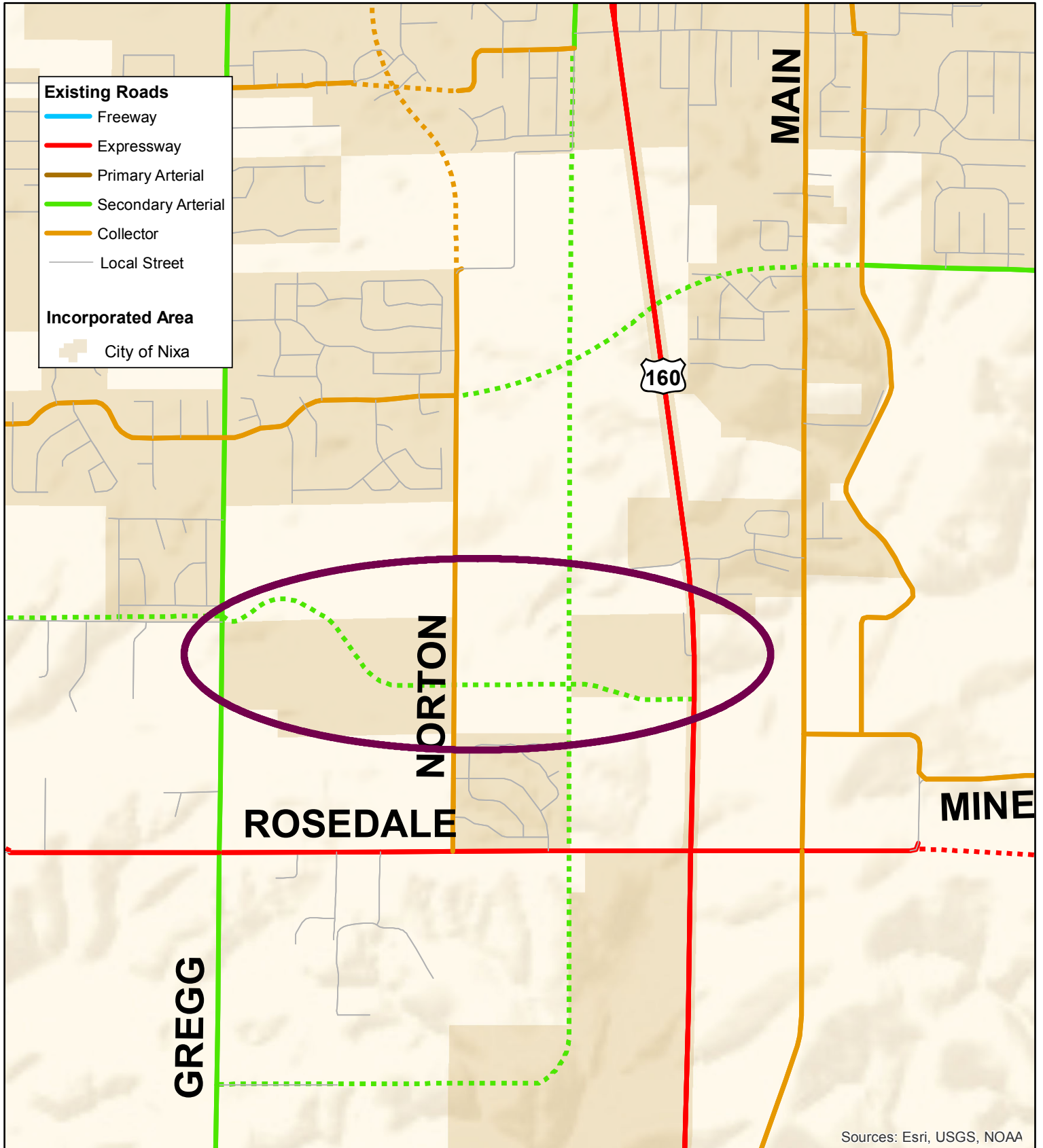


Sources: Esri, USGS, NOAA



Major Thoroughfare Plan

City of Nixa Inman Road Amendment 8 Proposed



TAB 10

https://www.columbiamissourian.com/news/state_news/modot-faces-poor-employee-morale-strained-resources/article_6d6e2e2a-06ae-11e8-99a9-0bd827d08ce5.html

MoDOT faces poor employee morale, strained resources

BY JOE SIESS 15 hrs ago

JEFFERSON CITY — The Missouri Department of Transportation has a morale problem, said MoDOT Director Patrick McKenna. The department spends more than \$25 million a year on employee turnover costs alone.

The problem is magnified considering the department's chronic lack of resources, which partially is why the turnover rate is so high. That creates a vicious cycle, McKenna said in his annual report to the Joint Committee on Transportation Oversight on Wednesday.

"Turnover comes at a cost, a cost that policymakers should be aware of," said McKenna.

Although McKenna repeatedly assured the committee that MoDOT isn't facing a crisis, he painted a picture of a department that is strained for funding.

Last October, a committee of lawmakers and private citizens recommended raising Missouri's gas tax, the lowest in the nation, to fund infrastructure. About \$655 million is needed to address high-priority repairs, according to the "Citizen's Guide to Transportation Funding in Missouri," a document created by the department that lays out the financial problems MoDOT faces.

McKenna referenced President Donald Trump's \$1.5 trillion infrastructure plan as another possible solution. In his first State of the Union speech on Tuesday, Trump stressed the importance of revitalizing the nation's "crumbling" infrastructure, indicating his intent to goad Congress to approve an infrastructure plan.

"We're really pleased to hear, at the national level, concern and support for additional investments in transportation," said McKenna, cautioning the plan may require high-cost matches from state and local governments.

After McKenna's report, Rep. Glen Kolkmeyer, R-Odessa, asked him to clarify how funds are allocated to different parts of the state. Other lawmakers echoed his sentiment, bringing up infrastructure problems in their own districts.

"I don't see anything that comes past Wentzville," said Rep. Karla May, D-St. Louis.

"We have huge limitations on funding," McKenna said, referring May and Kolkmeyer to the Citizen's Guide on Transportation Funding in Missouri. McKenna said allocating funds is based on safety needs, preservation of the existing transportation system and the distribution of discretionary funding.

"We objectively and fairly distribute dissatisfaction throughout the entire state with transportation," McKenna said, prompting laughter from committee members.

"I hate to say it. I'd rather be spreading satisfaction, but because of the limitation of funding, we are more spreading dissatisfaction. What different regions of the state believe is that their level of dissatisfaction is unique," McKenna said.

McKenna said MoDOT works closely with its planning partners and an upcoming meeting will determine which projects retain priority based on statewide feedback.

The oversight committee also recommended putting a fuel tax increase on the November general election ballot.

Supervising editor is Mark Horvit, horvitm@missouri.edu.

Joe Siess

I am a graduate student at the University of Missouri, and a State Government reporter at the Columbia Missourian. Reach me on my cell: (913) 909-6133

<p>My child is:</p> <p>3 year old</p>	<p>Monthly Rate:</p> <p>\$3.52</p>	<p>LIFE INSURANCE</p> <p>The Gerber Life Grow-Up® Plan</p> <p>FREE GIFT!</p>	<p>Learn More</p> <p>Gerber Life Insurance Company Home Office: White Plains, NY 10605</p>
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Is Missouri ready for 700 mph hyperloop commutes?

Marco della Cava, USA TODAY

Published 3:00 p.m. ET Jan. 30, 2018 | Updated 5:30 p.m. ET Jan. 30, 2018



(Photo: Virgin Hyperloop One)

SAN FRANCISCO — Commuters in Missouri face the prospect of trading their grinding highway slog for a 700-mph hyperloop that is still in testing and would carry high-speed rail type prices.

A public-private partnership of Missouri scientists, builders and regulators announced Tuesday that it would study whether the Elon Musk-inspired transportation system — where levitating pods cruise inside vacuum-sealed tubes — could be right for the state's congested I-70 corridor between Kansas City and St. Louis.

The study will be conducted by Missouri engineering firm Black & Veatch, the University of Missouri and Virgin Hyperloop One, one of a handful of hyperloop companies pursuing the technology. Last fall, Virgin Hyperloop

One announced a similar study with officials in Colorado ([/story/tech/nation-now/2017/10/30/colorado-hyperloop-plan/813214001/](https://story/tech/nation-now/2017/10/30/colorado-hyperloop-plan/813214001/)). Most of its other feasibility studies are with consortiums in Europe, Russia and the Middle East.

More: [Hyperloop One co-founder used courts to silence sexual harassment victims, motion says \(/story/tech/news/2017/12/06/hyperloop-one-co-founder-used-courts-silence-sexual-harassment-victims-motion-says/928730001/\)](https://story/tech/news/2017/12/06/hyperloop-one-co-founder-used-courts-silence-sexual-harassment-victims-motion-says/928730001/)

More: [Richard Branson to invest in Hyperloop One \(/story/tech/talkingtech/2017/10/12/richard-branson-invest-hyperloop-one/757026001/\)](https://story/tech/talkingtech/2017/10/12/richard-branson-invest-hyperloop-one/757026001/)

More: [Hyperloop race gets crowded with new entrant Arrivo and maybe Musk \(/story/tech/2017/07/21/hyperloop-race-gets-crowded-new-entrant-arrivo-and-maybe-musk/497630001/\)](https://story/tech/2017/07/21/hyperloop-race-gets-crowded-new-entrant-arrivo-and-maybe-musk/497630001/)

"We've zeroed in on a route where the government owns the right of way, so we can really push hard to reimagine I-70 for the future," Dan Katz, Virgin Hyperloop One's director of public policy, told USA TODAY. "We'll be looking at infrastructure along the interstate, the economic demand of the project, the ridership model and all the regulatory issues."

Katz says that while federal officials ultimately will determine whether the hyperloop system is safe enough for both passenger and cargo transportation, Missouri state officials "will have the say when it comes to right of way issues, environmental impact and permitting." The study will take between six and nine months.



Virgin Hyperloop One currently is testing its tech at a private facility in the Nevada desert. Its most recent milestone was notched in December, when its pod reached 240 mph (<https://electrek.co/2017/12/19/virgin-hyperloop-one-new-record-speed-in-test-loop-branson-chairman/>). On long straight stretches, hyperloop pods should be able to race along at around the speed of sound.

While small scale tests reveal the tech works, deploying it on stretches that extend hundreds of miles has yet to be tried. The system gets both its speed and cost-effectiveness from the tight vacuum seals of its tubes, which allow magnetically levitated pods carrying people and goods to scoot through their frictionless environment.

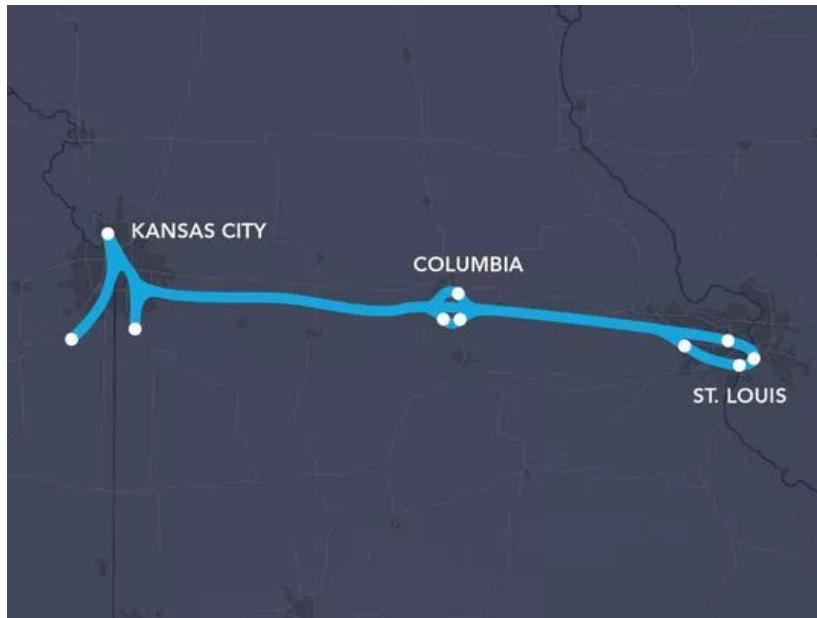
The tubes carrying the pods could either be built above ground on columns alongside a current highway corridor, or potentially placed underground. Tesla and SpaceX CEO Musk, who drew up plans for hyperloop in 2013, recently announced that his new drilling startup, The Boring Company, is exploring tunneling along the northeast U.S. corridor ([/story/tech/2017/10/20/maryland-welcomes-musk-tunnels-but-elon-says-hold/784896001/](https://www.foxnews.com/tech/2017/10/20/maryland-welcomes-musk-tunnels-but-elon-says-hold/784896001/)).



In December, Virgin Hyperloop One successfully tested its pod at speeds of 240 miles per hour. Experts believe such pods on long runs could reach up to 700 mph. (Photo: Courtesy of Virgin Hyperloop One)

Musk's tunnel-based transportation system differs from Virgin Hyperloop One, in that cars are loaded onto platforms that accelerate to more than 100 mph. As Musk laid out, Hyperloop systems are aimed more at long stretches such as the 300-mile run between San Francisco and Los Angeles, a five-hour drive that a pod theoretically could tackle in around 30 minutes.

The new Missouri study allows state officials to explore transportation options for the future without breaking the bank. "We are especially pleased that the private sector is taking the helm and MODOT (Missouri Department of Transportation) will be able to participate without using Missouri taxpayer dollars," Michael DeMers, MODOT's director of Innovative Partnerships and Alternative Funding, said in a statement.



A map showing the proposed route for a Virgin Hyperloop One system running between major Missouri cities as well as in area suburbs. (Photo: Virgin Hyperloop One)

Virgin Hyperloop One and Hyperloop Transportation Technologies both are pursuing engineering solutions to make hyperloop a reality. To date, the former appears to have made the biggest strides towards a proof of concept.

The company made news last year when it announced a naming-rights level investment by Virgin Group founder and transportation adventurer Richard Branson. In December, it landed \$50 million from Cyprus-based Caspian Venture Capital and Dubai-based DP World, bringing its total money raised to nearly \$300 million since the company's 2014 founding by tech investor Shervin Pishevar and ex-SpaceX engineer Brogan BamBrogan. Pishevar recently resigned from the company after he was accused of sexually harassing several women, which he denied.

Pishevar and BamBrogan ultimately parted ways in a [flurry of lawsuits](https://www.technology.com/news/2016/11/18/hyperloop-one-settles-gang-four-lawsuit/94092266/) to see if the system can work in the Mile High City.



Friendlier times: Hyperloop One Co-Founder & Executive Chairman Shervin Pishevar, left, Hyperloop One Chief Executive Officer Rob Lloyd, center, and Co-Founder & Chief Technology Officer Brogan BamBrogan speak during the first test of the propulsion system at the Hyperloop One Test and Safety site. Pishevar and BamBrogan

BamBrogan's vision is similar to Musk's in that drivers steer their cars onto platforms that then bypass clogged highways. "I have a kid and my car is loaded with stuff for him, so we feel that most people will want to stay in their cars with their things" as opposed to riding as passengers in tubes, BamBrogan told USA TODAY in a previous interview.

Aurora recently announced that it was teaming with [Denver officials](https://www.technology.com/news/2017/11/14/colorado-drivers-may-first-escape-traffic/860696001/) to see if the system can work in the Mile High City.

In December, Pishevar [stepped down from](https://www.technology.com/news/2017/12/18/richard-branson-takes-hyperloop-wheel-after-pishevar-exits-under-cloud/963223001/) Virgin Hyperloop One and his other board companies after the sexual harassment allegations. Pishevar has said he wanted time to pursue a lawsuit against Washington, D.C.-based Definers Public Affairs, an opposition research group he says fabricated a smear campaign against him. Definers is looking to have the [suit thrown out](https://www.technology.com/news/2017/12/06/hyperloop-one-co-founder-used-courts-silence-sexual-harassment-victims-motion-says/928730001/) on grounds that it has never had any official dealing with Pishevar.

Follow USA TODAY technology writer [Marco della Cava](https://twitter.com/marcodellacava) ([http://twitter.com/marcodellacava](https://twitter.com/marcodellacava)) on Twitter.

parted ways over a lawsuit, and Pishevar has now stepped away from his business concerns after being accused of sexual harassment, while BamBrogan has started his own company, Aurora. (Photo: David Becker, Getty Images)

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Hyperloop One debuts in the Nevada desert



Ozarks Transportation Organization releases list of projects



By Braden Berg | Posted: Wed 5:55 PM, Jan 31, 2018

SPRINGFIELD, Mo The Jefferson avenue footbridge is locked up and no one is allowed over the bridge. It's been closed since March of 2016.

City Leaders say the 115 year old bridge is rusty, and not strong enough to hold a crowd.

Inspectors found that over 1/3 of the supporting beams of metal did not pass inspection, and the stairs used to access the bridge needed to be replaced as well.

Officials estimate it will cost around two million dollars to fix everything.

The Ozarks Transportation Organization and they say they get federal funding for regional transportation projects.

The money is spread out to the different communities in their region and Springfield decided to use their piece of that funding on the Jefferson footbridge.

OTO believes the city council could vote on the project within a few months, and if approved, the restoration could start this summer.

Another project that the OTO is working on is adding 75 miles of new all purpose trails to the Springfield area.

"So we undertook a trail study for about 150,000 dollars and the idea was to connect the different communities in our region via trail system. And so what this study did was it gave us a good alignment to put those trails as well as a good cost estimate." said Sarah Fields, with the Ozarks Transportation Organization.

Fields said from the trail study, they found that it would cost around 100 million dollars for this project.

Where would all that money come from?

"We have not identified funding yet, as a region we only get about \$400,000 dollars specifically allocated to non road projects. So if you do that math we are a long way out from 100 million dollars. Ideally we would like to see some private interest in our trail system from the business community. Because we feel that is a big attraction for getting workforce here." said Fields.

The trail map would connect 36 different trails... essentially connecting Willard, Ozark, Republic, Battlefield, Sparta, and Springfield via those trails.

"There will be opportunities for each local community to allocate their own funding and so we would be looking at what trails could we build first and where is the money available for those trails." said Fields. Fields says generally the public has been in support of this trail project.

"We actually went out into the community and held public meetings trying to show the alignment and work with the property owners, if they liked it or want it to be moved based on some activity that they had going on. But overwhelmingly the response was positive." said Fields.

The project is still in the early stages.



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Bridge tolls, pay-by-the-mile, DMV fees suggested as future Missouri highway funding

Will Schmitt, WSCHMITT@NEWS-LEADER.COM Published 8:56 p.m. CT Jan. 6, 2018 | Updated 10:22 p.m. CT Jan. 6, 2018



(Photo: Valerie Mosley/News-Leader)

JEFFERSON CITY — After traversing the state in 2017, a task force assigned to look at the way Missouri funds highways and transportation has this to say: It's past time to pay more.

When the 21st Century Missouri Transportation System Task Force released its recommendations last week, the focus was on a recommended 10-cent increase to the state motor fuel tax rate, matching the inflation experienced since 1996, when the tax was last raised.

Asking commuters in Springfield and across the state to pay more at the pump, coupled with a 12-cent increase to the diesel tax, could make up more than half of the \$825 million funding gap the Missouri Department of Transportation says it faces annually, according to the report.

The consensus of the task force, which visited [Springfield in August \(/story/news/politics/2017/08/23/business-groups-ponder-scare-tactics-raise-missouris-ridiculously-low-gas-tax/595376001/\)](#), is that the best short-term funding solution is raising the gas tax by a dime per gallon and indexing the fuel tax to rise with inflation.

But the report also says a wider variety of solutions are needed to fund transportation long-term. Missouri's gas tax revenue "will be challenged" in the long run "due to the move towards high-efficiency vehicles, changing travel patterns, and electric alternative fuels."

"We put a lot of time and effort into looking at more sustainable, diversified revenue that will help us eventually in the future replace the fuel tax, because it will become less viable 15 to 20 years down the road," said Rep. Kevin Corlew, who chaired the transportation task force.

Among the task force's suggestions to the state legislature: increasing fees paid to the Department of Motor Vehicles on driver's licenses and vehicle registrations.

Corlew, R-Kansas City, said these fees, like the gas tax, have not kept up with inflation over several decades. A 10 percent bump across the board, he said, could increase annual revenue by about \$30 million.

However, he said, increases to fees like this should be made with caution. For example, raising fees on trailer registration too much at once could cause trucking companies to register outside Missouri.

"You want to be somewhat careful there that you don't overburden and you don't try to take too much in one shot," Corlew said. "You can't make up from back in the 1980s and the 1960s in one swoop. There's some danger with that."

Increasing fees for electric vehicles and charging stations also should be considered by lawmakers, the task force says, as well as tying the fuel tax and user fees to inflation and basing registration charges on fuel efficiency instead of horsepower.

Missouri is the only state that assesses vehicle registration fees based on the "taxable horse power," which is based on a ratio derived from the size and number of cylinders in an automobile's engine, Corlew said.

"That's an old, antiquated model from the early 1900s," he said.

The report noted that electric vehicles, which are growing as a proportion of vehicles driven in Missouri, have no taxable horsepower.



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"In short, current vehicle-registration-fee revenues will decrease over time, unless the calculation used to determine the registration fee is changed," the task force wrote.

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The new model would be more focused on being revenue-neutral than rewarding people who drive cleaner cars.

A new registration-fee schedule would mean higher costs for vehicles with higher fuel efficiency, Corlew said, because those drivers would pay less in fuel tax.

Other funding possibilities include tolling on major bridges and "mileage-based road-user charges" — making drivers pay by the mile (<https://fas.org/sqp/crs/misc/R44540.pdf>).

Several other states, including California, Oregon and Nevada, have experimented with the per-mile tolling concept to varying degrees, according to the Congressional Research Service. Oregon, in a pilot project that tracked mileage with GPS units in vehicles, charged one group of drivers 1.2 cents per mile, while another group was charged a range from less than half a cent for non-peak miles and 10 cents for travel in congested areas during rush hour.

"It's a very fair way and equitable way of paying for roads," Corlew said, "because it's truly user-based like no other system we have."

But this task force recommendation is hardly a full-throated endorsement. For now, Corlew said, Missouri should study how other states handle matters of personal privacy associated with tracking every mile driven. There are also questions about the efficiency of collecting revenue with the per-mile tolling mechanism.

Missouri lawmakers passed budget language last year prohibiting MoDOT from spending money "associated with the tolling of interstate highways." Provisional federal approval related to tolling on Interstate 70 expired in December.

Corlew, who has unsuccessfully sponsored I-70 legislation in the past, said the task force heard support for its limited tolling options and called the anti-tolling budget language "a short-sighted move that takes an option off the table at a time when our transportation system is in dire need of improvement."

Higher fees on electric vehicles and changing Missouri's antiquated registration-fee schedule could and should pass the current legislature, Corlew said.

Missouri voters could be asked whether to raise the gas tax as early as this fall, said Corlew, who added he wouldn't be surprised if any of the task force's recommendations were given a committee hearing this year.

"I think what we tried to put in there were recommendations that we at least felt like didn't have the door slammed shut on them," he said. "... I think most Missourians would be willing to pay the cost of a good cup of coffee or something to make sure we have good roads and bridges."

Rep. Jeff Messenger, R-Republic, has been doing transportation studies of his own, including a survey of more than 800 people throughout 2017.

More than three out of every four respondents to the survey said they would support a 3-cent gas tax hike, according to Messenger. However, only a quarter would support a 10-cent increase, he said.

Messenger found that people replying to his survey were likely to support tying fees like driver's license charges to the Consumer Price Index to match inflation.

"If we index those, we're always going forward and never going backwards," he said, noting that people buy gas every week but pay for licenses and register vehicles less frequently.

Messenger's transportation studies previously highlighted other funding options, like changing state law to ban passengers alcohol from drinking while others drive (</story/news/politics/2017/09/27/higher-gas-tax-toll-roads-user-fee-update-southwest-missouri-lawmakers-talk-transportation/705617001/>). Due to the laxness of the law, Missouri has been required to spend about \$275 million on engineering and awareness measures (</story/news/politics/2017/10/12/missouri-pays-penalty-allowing-passefederal-penalty-open-container-has-been-a-total-blessing-missour/752115001/>) that could otherwise pay for road construction. MoDOT officials have said the penalty has actually been beneficial to the state because it resulted in lifesaving projects.

The task force examined more than funding shortfalls, looking into the possibility that President Donald Trump and Congress will collaborate to increase American transportation infrastructure funding. Trump has said he wants a massive infrastructure bill, but some degree on public-private partnerships.



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However, as the task force notes, "little action was taken" on that front during Trump's first year in the White House. **SOURCE=NEWSLEADER&UTM_MEDIUM=NANOBAR&UTM_EXCHANGE&UTM_CAMPAIGN=WELOVE2018)**

"The President and congressional leaders have expressed hope, though, that infrastructure will be a priority in 2018," the report says. "In all the possible scenarios being mentioned, the general consensus is that states will have to come up with more matching dollars than they had to in the past to access federal dollars."

The report also recommends measures to increase highway safety.

Citing MoDOT data that most people killed in traffic crashes were not wearing seat belts and testimony from the Missouri State Highway Patrol that distracted drivers are the leading cause of crashes, the task force recommended laws banning texting while driving and increasing enforcement on seat belt use.

Other notes from the report:

- About 76 percent of Missouri travel occurs on interstates and major routes, most of which are in good condition
- The Show-Me State has the country's seventh-largest highway system, which travelers use to traverse more than 50 billion miles annually
- Missourians pay about \$30 in direct costs to use the state's transportation system — but that jumps to about \$170 when including "hidden" costs associated with crashes, congestion and vehicular deterioration due to rougher roads
- Replacing the entire Missouri transportation system would cost \$125 billion, which is equivalent to four full years of the entire state budget and then some.

The full report is available through the Missouri House of Representatives and can be accessed online at bit.ly/MoTransportation (<http://bit.ly/MoTransportation>).

Greene County can breathe easier knowing recommendations do not include transferring maintenance responsibility of "lettered" country roads to local governments — or as the transportation group put it, "reducing the size of Missouri's transportation system."

Greene County Presiding Commissioner Bob Cirtin noted that counties across Missouri "are no doubt pleased" by the task force's reasoning, as "giving counties what would be in effect an unfunded mandate would be very detrimental to county budgets."

"The cost to Greene County would be approximately \$4.5 million the first year and \$3.5 million for subsequent years for employees, equipment, vehicles and materials," Cirtin said in an email. "We simply do not have the funds to do this."

Citing a recent department-wide directive not to overshadow legislative policy, a regional official for MoDOT said he could not comment on what Springfield-area projects might be funded by implementing any of the task force's recommendations.

However, Andy Mueller, assistant Southwest District engineer, said that "independent of the task force" and "if funding were there," MoDOT concurred with the Ozarks Transportation Organization's recommendations to add lanes to Interstate 44 and for interchange and ramp-extension projects on local highways.

Sara Fields, OTO's executive director, highlighted the report's finding that a 10-cent gas tax increase could generate about \$342.4 million for southwest Missouri over a decade.

With that money and timeline, "we're fairly confident that we could do six lanes on I-44," add additional lanes on James River Freeway, and conduct other work in outlying areas like on Highway 14 between Ozark and Nixa, Fields said. "As far as voters passing it, it depends on how well we're able to articulate our needs in this area."

Business groups ponder scare tactics to raise Missouri's 'ridiculously low' gas tax
(<https://www.news-leader.com/story/news/politics/2017/08/23/business-groups-ponder-scare-tactics-raise-missouris-ridiculously-low-gas-tax/595376001/>)

With new taxes or tolls unlikely, MoDOT makes the most of what it has
(<https://www.news-leader.com/story/news/politics/2017/03/22/new-taxes-tolls-unlikely-modot-makes-most-what-has/99250516/>)

In Ozark, Eric Greitens calls for broad transportation study, says Missouri needs a COO

[\(https://www.news-leader.com/story/news/politics/elections/2016/10/01/ozark-eric-greitens-calls-broad-transportation-study-says-missouri-needs-coo/91388118/\)](https://www.news-leader.com/story/news/politics/elections/2016/10/01/ozark-eric-greitens-calls-broad-transportation-study-says-missouri-needs-coo/91388118/)



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