OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

NOVEMBER 20, 2019

1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee
Meeting Agenda
Wednesday, November 20, 2019 1:30 p.m.
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/Tyson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the September 18, 2019 Meeting Minutes ..... Tab 1
(1 minute/Tyson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items ..... Tab 2
(15 minutes/Tyson)
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. A Rogersville delegation has requested to address the Committee.

E. Staff Report
(5 minutes/Fields)
Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Legislative Reports
(5 minutes/Legislative Staff)
Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. *Grant Avenue Connect Parkway* Presentation
(10 minutes/Springfield Public Works)
A representative from the Springfield Public Works office will present details of the BUILD grant award for Springfield Grant Avenue Connect Parkway Project

B. ***Transportation Plan 2040*** **Amendment 11 ..... Tab 3**
(5 minutes/Longpine)
The long range transportation plan, *Transportation 2040*, needs to be amended to incorporate the BUILD grant award for the City of Springfield Grant Avenue Connect Parkway Project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF *TRANSPORTATION PLAN* 2040 AMENDMENT NUMBER 11 TO THE BOARD OF DIRECTORS

C. FY 2020-2023 Amendment Number Two..... Tab 4
(5 minutes/Longpine)
There are several changes included with Amendment Number 2 to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT NUMBER 2 TO THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM TO THE BOARD OF DIRECTORS

D. 2020 Safety Performance Targets ..... Tab 5
(10 minutes/Longpine)
OTO is required to adopt annual safety targets in order to comply with federal transportation law.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND ADOPTION OF THE 2020 SAFETY TARGETS TO THE BOARD OF DIRECTORS

E. Annual Listing of Obligated Projects ..... Tab 6
(5 minutes/Longpine)
Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

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

F. Federal Funds Balance Report ..... Tab 7
(10 minutes/Longpine)
An updated federal funds balance report will be distributed at the meeting. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. OTO Technical Planning Committee Chair Rotation ..... Tab 8
(5 minutes/Fields)
A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2020 to serve as chair for 2021 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2020

H. OTO Technical Committee 2020 Meeting Schedule ..... Tab 9
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

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

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

C. Articles for Technical Planning Committee Member Information..... Tab 10

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 15, 2020 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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 AGENDA 11/20/2019; ITEM I.C.

September 18, 2019 Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee September 18, 2019 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:
"Move to approve the Technical Planning Committee September 18, 2019 meeting minutes."

OR

"Move to approve the Technical Planning Committee September 18, 2019 meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 18, 2019

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:49 p.m. by Vice Chair Garrett Tyson.

The following members were present:

Ms. Paula Brookshire, City of Springfield (a)
Mr. Eric Claussen, City of Springfield (a)
Mr. King Coltrin, City of Strafford
Mr. Matt Crawford, City Utilities Transit
Ms. Brandie Fisher, City Utilities Transit (a)
Ms. Dawne Gardner, City of Springfield (a)
Mr. Adam Humphrey, Greene County
Mr. Kirk Juranas, City of Springfield
Mr. Frank Miller, MoDOT
Mr. Jeremy Parsons, City of Ozark
Mr. Danny Perches, Springfield Chamber of Commerce
Mr. Cole Pruitt, Missouri State University
Mr. Jeff Roussell, City of Nixa
Mr. Garrett Tyson, City of Republic (Vice Chair)

(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. Rick Artman, Greene County
Mr. Joshua Bird, Christian County (a)
Ms. Kristy Bork, Springfield/Branson Airport (a)
Mr. Randall Brown, City of Willard
Mr. John Caufield, BNSF
Ms. Megan Clark, SMCOG (a)
Mr. Doug Colvin, City of Nixa (a)
Mr. Martin Gugel, City of Springfield
Mr. Zeke Hall, MoDOT
Mr. Joel Keller, Greene County (a)
Ms. Mary Kromrey, Ozark Greenways
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. John McCart, City of Ozark (a)
Mr. Bradley McMahon, FHWA
Mr. John Montgomery, Ozark Greenways (a)
Mr. Kent Morris, Greene County Planning
Mr. Andrew Nelson, City of Republic (a)
Mr. David O'Connor, City of Willard (a), Chair
Mr. Jason Ray, SMOG
Mr. David Schaumburg, Springfield/Branson Airport
Mr. Mark Schenkelberg, FAA Representative
Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Mary Lilly Smith, City of Springfield
Mr. Frank Schoneboom, City of Battlefield
Ms. Janette Vomund, MoDOT
Ms. Eva Voss, MoDOT
Mr. Todd Wiesehan, Christian County
Mr. Chad Zickefoose, MoDOT (a)

Others present were: Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Dan Waddlington, Senator Blunt's Office; Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Mr. Andy Thomason, and Mr. Brad Williams, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas moved approval of the Technical Planning Committee Meeting Agenda for September 18, 2019. Mr. Humphrey seconded the motion and it was unanimously approved.

C. Approval of the July 17, 2019 Minutes

Mr. Parsons moved for approval of the minutes from the July 17, 2019 Technical Planning Committee Meeting. Mr. Pruitt seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee. Mr. Tyson noted the correspondence that staff had received was included in the packet.

E. Staff Report

Sara Fields stated the Governor's Cost Share program for this period included applications from Battlefield, Nixa, Ozark, and Springfield. She noted the next period applications are due in March.

Ms. Fields stated the Missouri Highway Commission had met in Bolivar on September 6. Ms. Fields said it was good for the Commission to hear what is happening in this area and what MoDOT is working on.

Ms. Fields stated the TEAP (Transportation Engineering Assistance program) is due September 29, 2019.

Ms. Fields thanked Vice Chair Garrett Tyson for agreeing to chair the meeting, noting that he would be chairing them for the remainder of the year as Mr. O'Connor was unable to do so.

Ms. Fields stated MoDOT is applying for a grant to build a roundabout at Farm Road 182 and ZZ. They are applying through a federal land grant access program.

F. Legislative Reports

Dan Waddlington, Senator Roy Blunt's Office stated Congress is back at work following a recess. He stated they had ten days to pass a Continuing Resolution, but it is unclear if this will be accomplished. He stated at this time, there is no infrastructure bill being considered.

Jeremy Pruitt, Congressman Billy Long's Office, stated there is nothing regarding transportation being considered by the House at this time. He updated the Committee on the bill that had passed the House from Congressman Long's Committee that dealt with authorizing grant money to replace older diesel engines for better emissions.

II. <u>New Business:</u>

A. FY 2020-2023 Administrative Modifications 1 and 2

Natasha Longpine noted the above Administrative Modifications are pending, waiting for USDOT to approve FY2020-2023 TIP. It was noted that the OTO had just received notice that this was approved.

Ms. Longpine reviewed the items included in the proposed Administrative Modifications. The

first was for a bridge in Greene County, with a change in funding source. The second was the combining of two projects, both on Glenstone Avenue.

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

B. FY 2019-2022 Amendment Number One

Natasha Longpine briefly reviewed for the Committee the items included in the proposed Amendment. She noted that two of the items were related to the moving of funds for Kansas Expressway to ensure they are available for the next fiscal year. The third item was related to the roundabout at ZZ and FR 182. She noted the final two items were related to the grant that CU received for electric buses.

Mr. Humphrey moved to recommend the Board of Directors approve FY 2019-2022 Amendment Number One. Mr. Juranas seconded the motion and it was unanimously approved.

C. Revised STIP Prioritization Criteria

Sara Fields stated that over the past year, the OTO had been working through a sub-committee to revise the criteria that is used to prioritize projects in the Statewide Transportation Improvement Program (STIP). She noted these criteria had been approved by the Board at the August meeting. She added that following the approval, the sub-committee had met and believed there needed to be a couple of modifications. Ms. Fields reviewed the proposed changes for the Committee.

Mr. Juranas moved to recommend the Board of Directors approve the Revised STIP Prioritization Criteria. Mr. Perches seconded the motion and it was unanimously approved.

D. 2021-2025 STIP Priorities

Sara Fields stated the proposed projects were scored utilizing the newly adopted criteria. She noted the OTO attempts to get a recommendation by the end of the year. She briefly reviewed the top five items on the list. She noted she anticipated that these five projects will exceed any proposed funding but will wait until MoDOT has determined what funding is available.

Following a brief discussion, Mr. Miller moved the priority list be amended to allow for the inclusion and/or combining of items #3 and #34, regarding James River Freeway. Mr. Juranas seconded the motion. Following the explanation of this request, the motion to amend was unanimously approved. Mr. Juranas moved to recommend the presented list of priorities as amended to the Board of Directors for consideration by MoDOT for inclusion in the 2021-2025 STIP. Mr. Perches seconded the motion and it was unanimously approved.

E. State of Transportation Report

Natasha Longpine reviewed for the Committee the history of the transportation report and its evolution to what is presented today. Ms. Longpine highlighted some of the specifics of the report, noting this is the fourth year the airport has tracked passenger numbers. The airport reached one million passengers in 2018. Ms. Longpine noted that the OTO is fortunate in that both the roadways and the bridges are in fair or better condition. Ms. Longpine highlighted the list of projects that will be moving into the construction phase in 2019.

Both the infographic and the report are available online for anyone wanting to review them in detail.

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

F. Bicycle and Pedestrian Funding Guidelines and Application

Andy Thomason reviewed the history of the proposed funding guidelines and application. He added that the Board had approved the $1.6 million dedicated funding for the development and construction of trails in the OTO area. Mr. Thomason briefly outlined the timeline for the approval of the application and the deadline for the submission of projects. It was noted the funds for the approved projects will need to be obligated by 2020. Mr. Thomason outlined the development of the scoring criteria for the proposed projects, and a few minor changes to the application.

Following a brief discussion, Mr. Parsons moved to approve the Funding for Transportation Trails: Guidebook and Application. Mr. Perches seconded the motion and it was unanimously approved.

G. 2020 Legislative Priorities

Sara Fields stated the OTO annually establishes a list of Legislative Priorities for use when communicating with area legislators. She added it proves to be very valuable and is well received. Ms. Fields briefly reviewed the list of proposed federal and state priorities for 2020. Ms. Fields noted the Executive Committee had recommended approval by the Board of Directors at its September 11 meeting. Ms. Fields highlighted the Top 5 Transportation Investment Projects.

Following a brief discussion, Mr. Pruitt moved to recommend adoption of the 2020 Legislative Priorities to the Board of Directors. Mr. Coltrin seconded the motion and it was unanimously approved.

III. Other Business:

A. Technical Planning Committee Member Announcements

There were no announcements.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues raised.

C. Articles for Technical Planning Committee Member Information

Vice Chair Garrett 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.

IV. Adjournment

With no additional business to come before the Committee, the meeting adjourned at approximately 2:50 p.m.

TAB 2

PUBLIC COMMENT RECEIVED

1 Comment Ozarks Transportation Organization Ozarks Transport...

Recommend Tweet Share Sort by Best

Join the discussion…

Dave Riddle · 4 days ago

Regarding the 2021-2024 TIP, Springfield needs rail passenger service, and it looks like service to Kansas City on existing BNSF tracks may be the cheapest option. I can provide more details on how that service could be achieved if desired.

Reply · Share ›

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Comment Comment

From: Vreni Jones <vrenijones@yahoo.com>
Sent: Friday, October 11, 2019 2:02 PM
To: Comment Comment
Subject: Transportation Request

I would like to suggest the building of a walkway at the intersection of 65 and Sunshine. This area is difficult to navigate on foot or by bike as a result of heavy traffic on Sunshine and the on and off ramps of 65. High school students living in Pearson Creek, Emerald Park, Blackman Woods, Forrest Heights and other subdivisions east of 65 are not offered bus transportation. There is no way to get to school unless you traverse the highway ramp and doing so on foot is perilous at best. Those living on the north side of Sunshine have to cross that busy street in addition to the 65 ramps to get to school and there is no crosswalk. Apartment dwellers on Ingram Mill and 65 could easily walk to Mama Jeans or Walmart Neighborhood Market if there was a walkway and it would ease traffic in that area.

Please seriously consider this request. The additional construction in this area be will bringing additional traffic. Building a walkway for walkers and bikers (in particular high school students) should help to ease this traffic and more importantly, provide a safe way for pedestrians to get to the other side of 65.

Thank you,

Vreni Jones
4043 E Cherokee Street
Springfield, MO. 65809

We have a plague of emotional support animals and fake service animals. The passengers don't understand what a service animal is. Someone is going to get hurt or scared because of some untrained animals. Worse, drivers have encouraged passengers to get their pets certified. We've had people bring chihuahuas in purses, two pit bulls, a kitten in a backpack...it hurts people who legitimately need their guide dog or medical dog. In a lot of cases they can't even answer the two questions.

Carolyn McGhee

On Oct 31, 2019, at 10:02, Comment Comment <comment@ozarkstransportation.org> wrote:

Hello Carolyn,

I apologize for our delay in getting back to you. We have received and have read through your email, and we want to thank you for taking the time to reach out to us. We are always looking for ways to better transportation for every individual in our communities, and will be working hard to find ways we can help with the issues you have highlighted here.

Again thank you for your email. If you ever have questions or other comments to share, do not hesitate to reach out again. I hope you have a wonderful day and weekend ahead.

Markee Hebden
Communications Clerk, OTO
From: McGhee, Carolyn S <Carolyn888@live.missouristate.edu>
Sent: Monday, October 21, 2019 8:56 AM
To: Comment Comment <comment@ozarkstransportation.org>
Subject: blind traveler comments

Hello,

My name is Carolyn McGhee. I am a visually impaired resident of springfield MO. I walk and use the bus to get around town. The biggest issues I've had have been with motor vehicles and bicycles.
When I am on sidewalks, I have to worry about a bicycle sneaking up behind me (they make no noise, no bells, no verbal warnings). I've been hit head on while walking to the city bus stop at division and Robberson. I've had multiple near misses at the bus stop at Campbell & catalpa. One cyclist apologized after nearly hitting me saying he didn't see me (I wear a bright green safety vest at all times). I understand that it's not a good idea to have cyclists and cars mix but it's also a bad idea for cyclists and pedestrians to be on the same path. We need more bike lanes and more education about the rules of the road. It seems like a lot of cyclists follow pedestrian rules: going against the traffic or crossing in the crosswalk. I've been told that they don't want cyclists on the road because they don't know the rules of the road. If they are driving she though but choose to ride a bike, they need to know the rules of the road and how to deal with pedestrians.
In addition, pedestrians need to be made aware of where right-of-way actually applies. We've got A LOT of people who think it's ok to jaywalk across major streets: not at a light or crosswalk. They expect the drivers to stop anywhere and everywhere. I have seen people start out at the light at grand & Campbell, walk down past the Walmart on grand, and jaywalk! A lot of people would rather run or walk in the road...even if there's a perfectly good sidewalk there to use! This has led to some residents to feel like

building new sidewalks is a waste of money but for people like me and the ones on the bus using walkers and things, it's the only way we can safely walk to a location. There are areas that are extremely hard if not impossible to navigate because of fast traffic and no sidewalks. We have just as much right to access these other areas of town as anyone but due to transportation issues and lack of sidewalks are hard or impossible to access.
The other thing is the motorists. I hate dealing with stop signs anymore because I can't tell when it's safe to cross. Lights SHOULD be safer but the drivers cut pedestrians off all the time. If I'm in the crosswalk, I shouldn't have to worry about someone turning left in front of me! More awareness and stricter enforcement of laws is desperately needed before more people get hurt or killed.

On a less serious note, as a vision impaired traveler, there are whole sections of town I can't access independently. One of the places I've been getting a ride to is a half mile from one bus and over a mile from another one. Because of safety concerns, I do not use Uber or Lyft. I use the bus as much as possible because it is the easiest and safest way to travel here but there are places it doesn't go and things I can't do like take my cats to the vet. We need a safe way to deal with these issues. I'm not going to waste space on our paratransit system when I know I'm fully capable of getting around on my own if the structure is there.

When I'm on the bus, it's sometimes hard to navigate around large suitcases, occasional carts huge walkers (passenger is sitting down), or giant strollers (they don't always have kid(s) in there either, I've seen dogs or stuff instead multiple times). If the strollers aren't taking up the isle, they're taking up a spot reserved for disabled passengers. We have had wheelchairs get left behind in favor of a stroller multiple times.
If we try to ask them to fold it up so others can sit down, they look at us like we've wronged them. They will slow down, taking an eternity to fold up the stroller just to show they're tough. We can't keep the busses on time with people doing this. I know we've got a lot of folks with mobility issues, that's not who I'm talking about here. I'm talking about the ones who deliberately slow down, taking as long as possible to get on just to make the bus late or who act like they have all the time in the world. As it stands, we can't do anything to stop it.

A lot of people here think that our paratransit system is all there is: they could be riding the bus at least part time but don't. It has been suggested that we might need to cut a fixed route to move more resources over to accommodate the increase in ridership. I've been told that the paratransit route goes far outside the normal routes where most passengers can't get to at all like fellows lake or nixa. While we have to go see an actual doctor to get our reduced fare card, I don't think we are requiring potential paratransit riders to go through the same process. If we did require this step, it might get some off who could and should be riding the fixed route at least part time and make room for others who really need the service. Right now, Voc rehab is allowed to do the certifications and they're apparently certifying everyone who asks without checking if they have a health issue requiring it.

Carolyn McGhee

From: No Reply
To: Comment Comment
Subject: Public Input Map Comment
Date: Monday, October 14, 2019 11:37:04 AM

Hello,
Someone has used the contact form at http://map.ototrailstudy.com.

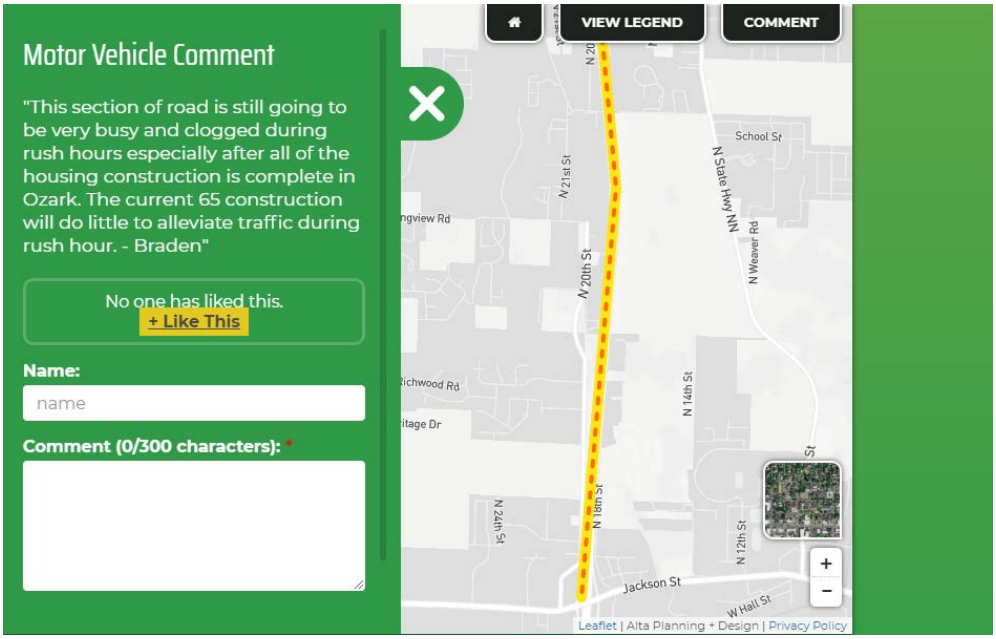
Email: steinhoff.kt@gmail.com

Message: Railway traffic through Republic often significantly disturbs vehicle traffic. FR 168/State Hwy M and Hwy 60 is a regular bottleneck. If the train traffic and vehicle traffic could be separated, that could help some of the congestion.

Public Comment Received via Phone on 10/9/2019 at 2:57 pm.

Caller did not leave name.

Caller stated that he was concerned with the upcoming interchange at Routes 125/60 near Rogersville. He is worried that this will make it difficult for traffic further to the west to turn onto 60. He said that the current light at 125/60 creates a break in traffic and that with an interchange, this break would no longer be there. He thought improvements should start closer to 65 and work east from there.


Motor Vehicle Comment
"This section of road is still going to be very busy and clogged during rush hours especially after all of the housing construction is complete in Ozark. The current 65 construction will do little to alleviate traffic during rush hour. - Braden"
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters): *
VIEW LEGEND
COMMENT
School St
N 21st St
N 20th St
N 14th St
N 18th St
N 12th St
N Weaver Rd
Jackson St
W Hall St
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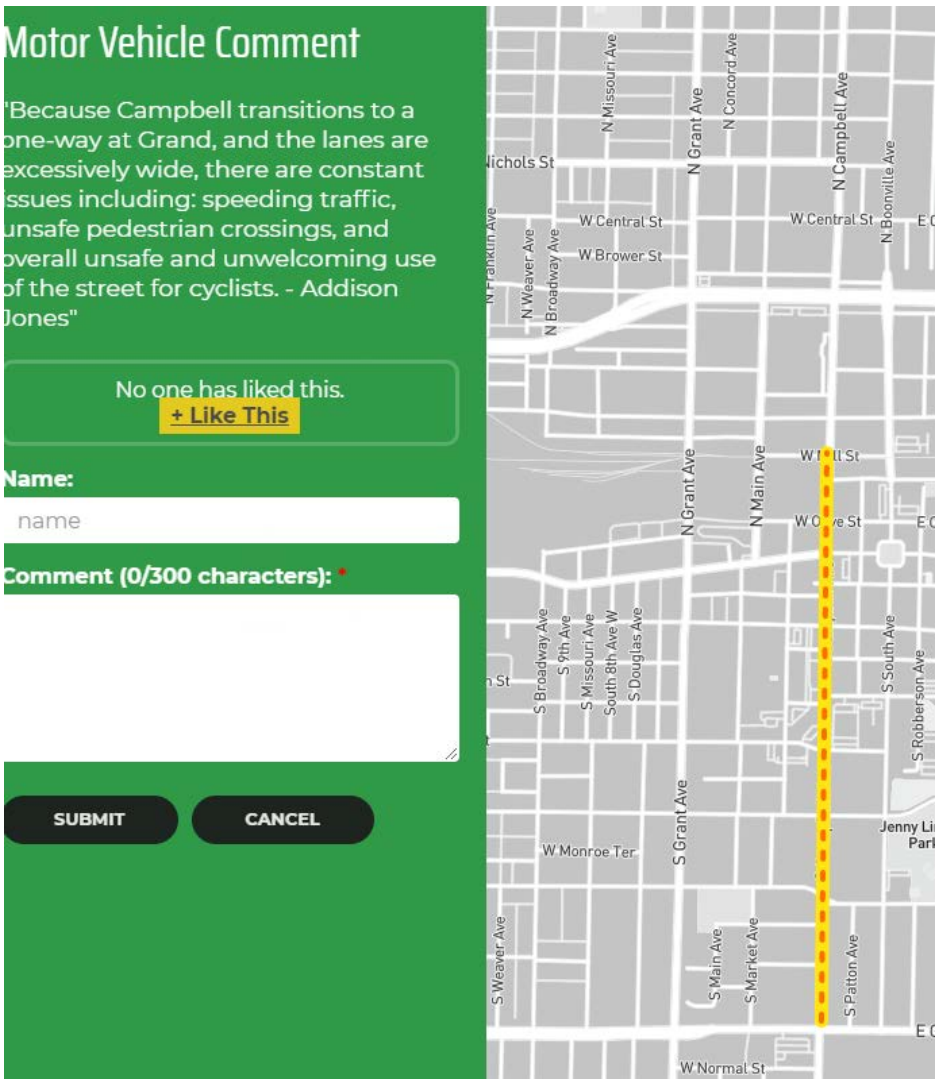
Motor Vehicle Comment
"Because Campbell transitions to a one-way at Grand, and the lanes are excessively wide, there are constant issues including: speeding traffic, unsafe pedestrian crossings, and overall unsafe and unwelcoming use of the street for cyclists. - Addison Jones"
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters): *
SUBMIT
CANCEL
N Missouri Ave
N Concord Ave
N Grant Ave
N Campbell Ave
N Boonville Ave
W Central St
W Brower St
N Broadway Ave
N Main Ave
S Broadway Ave
S 9th Ave
S Missouri Ave
South 8th Ave W
S Douglas Ave
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S Robberson Ave
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S Weaver Ave
S Main Ave
S Market Ave
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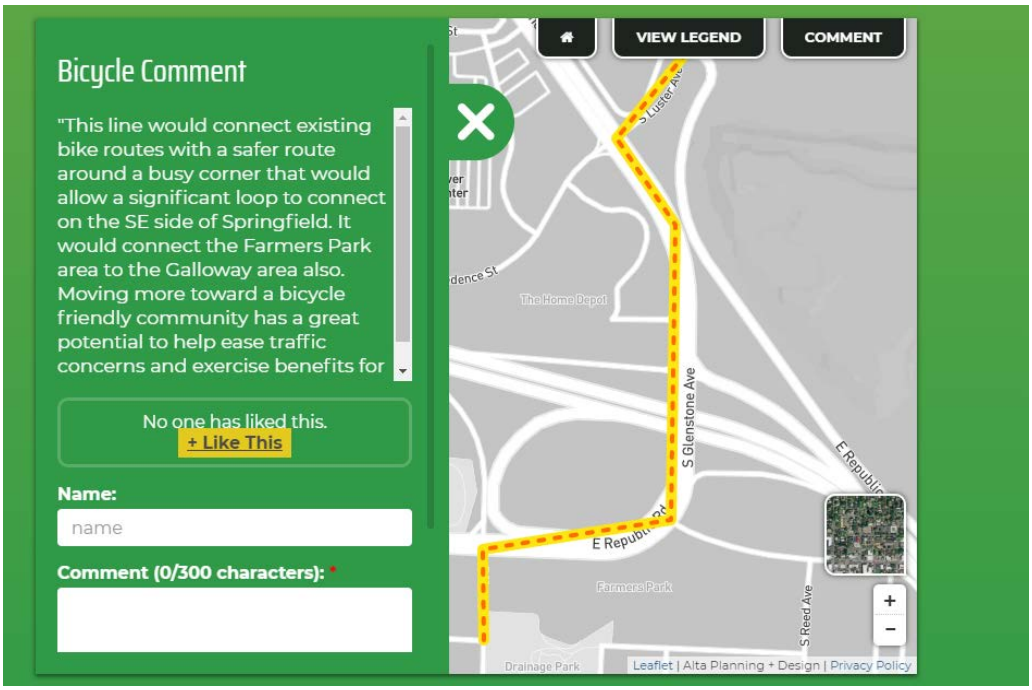
Bicycle Comment
"This line would connect existing bike routes with a safer route around a busy corner that would allow a significant loop to connect on the SE side of Springfield. It would connect the Farmers Park area to the Galloway area also. Moving more toward a bicycle friendly community has a great potential to help ease traffic concerns and exercise benefits for
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters): *
VIEW LEGEND
COMMENT
S Glenstone Ave
The Home Depot
Farmers Park
S Reed Ave
Drainage Park
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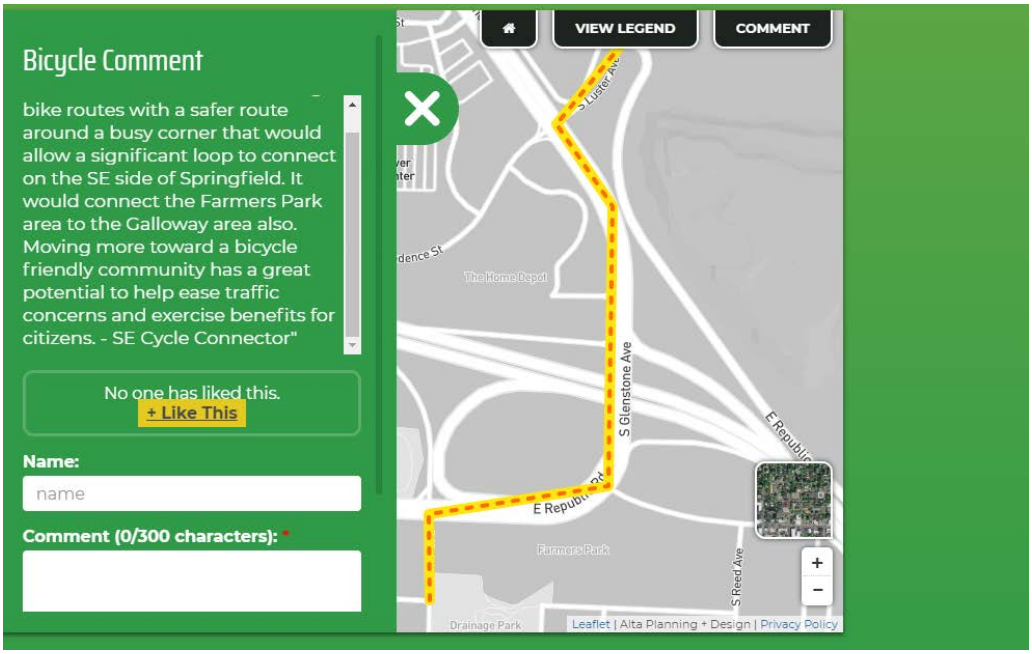
Part 1


Bicycle Comment
bike routes with a safer route around a busy corner that would allow a significant loop to connect on the SE side of Springfield. It would connect the Farmers Park area to the Galloway area also. Moving more toward a bicycle friendly community has a great potential to help ease traffic concerns and exercise benefits for citizens. - SE Cycle Connector"
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters): *
VIEW LEGEND
COMMENT
S Glenstone Ave
The Home Depot
Farmers Park
S Reed Ave
Drainage Park
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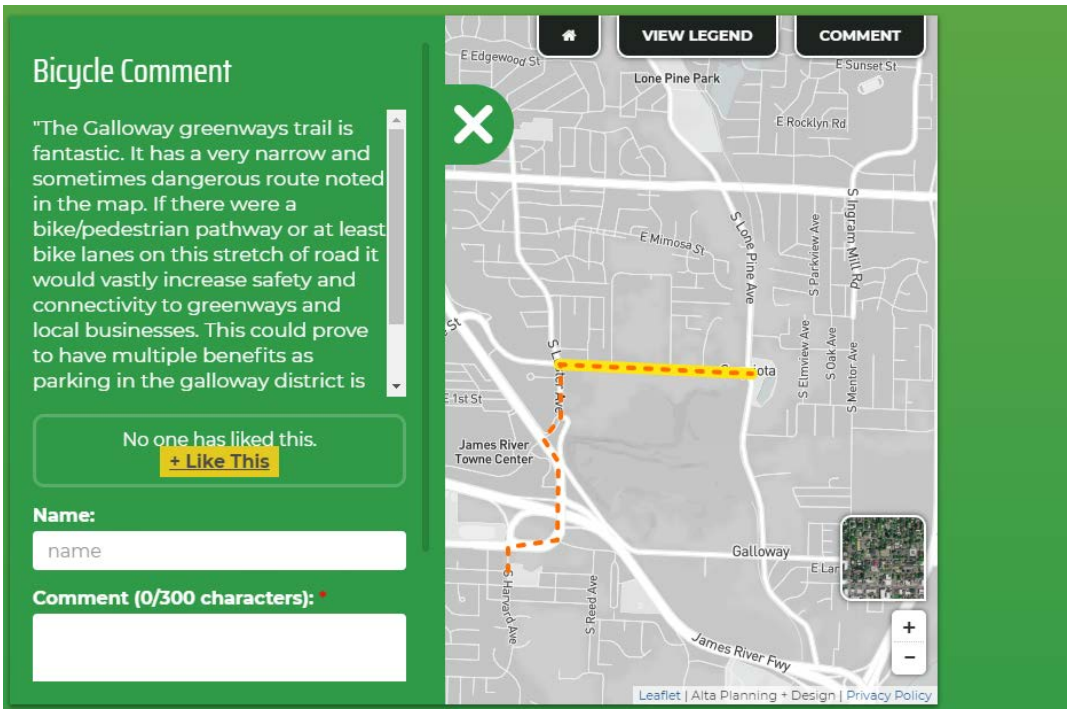
Part 2


Bicycle Comment
"The Galloway greenways trail is fantastic. It has a very narrow and sometimes dangerous route noted in the map. If there were a bike/pedestrian pathway or at least bike lanes on this stretch of road it would vastly increase safety and connectivity to greenways and local businesses. This could prove to have multiple benefits as parking in the galloway district is
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters): *
VIEW LEGEND
COMMENT
E Edgewood St
Lone Pine Park
E Sunset St
E Rocklyn Rd
E Mimosa St
S Lone Pine Ave
S Parkview Ave
S Ingram Mill Rd
S Elmview Ave
S Oak Ave
S Mentor Ave
James River Towne Center
Galloway
S Harvard Ave
S Reed Ave
James River Fwy
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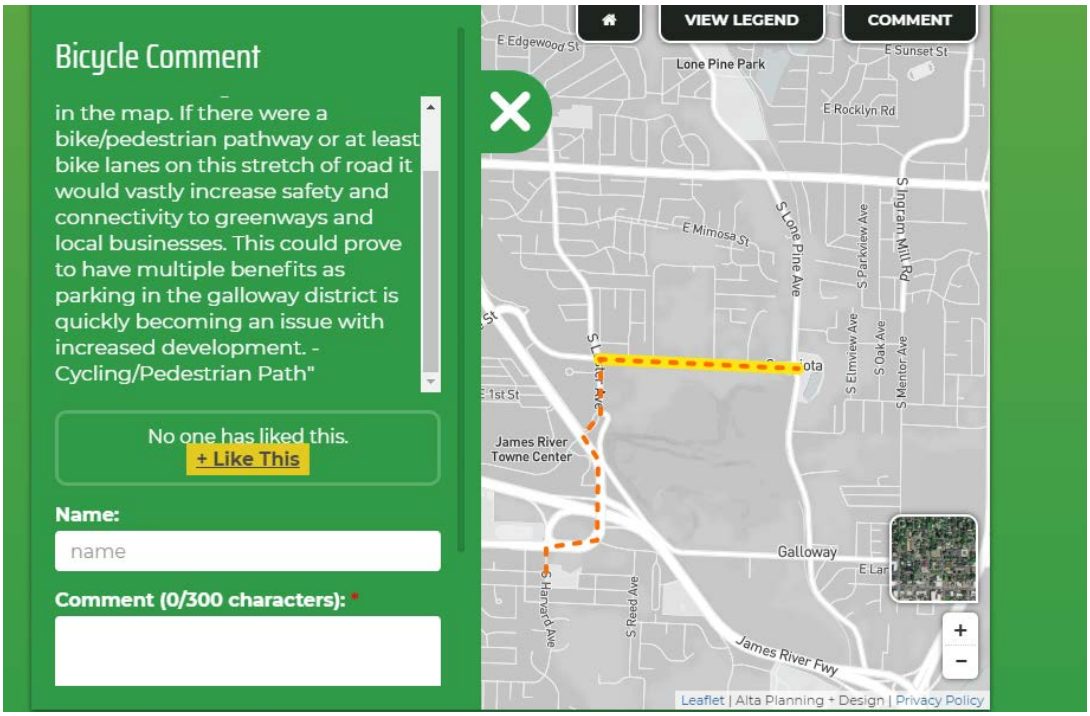
Part 1


Bicycle Comment
in the map. If there were a bike/pedestrian pathway or at least bike lanes on this stretch of road it would vastly increase safety and connectivity to greenways and local businesses. This could prove to have multiple benefits as parking in the galloway district is quickly becoming an issue with increased development. - Cycling/Pedestrian Path"
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters): *
VIEW LEGEND
COMMENT
E Edgewood St
Lone Pine Park
E Sunset St
E Rocklyn Rd
E Mimosa St
S Lone Pine Ave
S Parkview Ave
S Ingram Mill Rd
S Elmview Ave
S Oak Ave
S Mentor Ave
James River Towne Center
Galloway
S Harvard Ave
S Reed Ave
James River Fwy
Leaflet | Alta Planning + Design | Privacy Policy

Part 2

Bicycle Comment

"Needs bike lane and no parking on one side. - Kevin Evans"

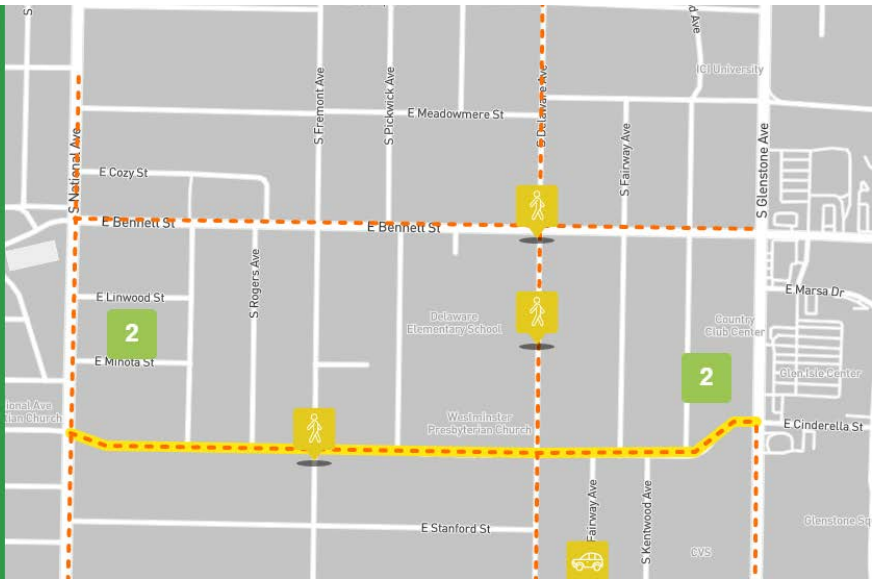
No one has liked this.
+ Like This

Name:

name

Comment (0/300 characters): *

SUBMIT CANCEL



Bicycle Comment

"Bicycle lane needed. - Kevin Evans"

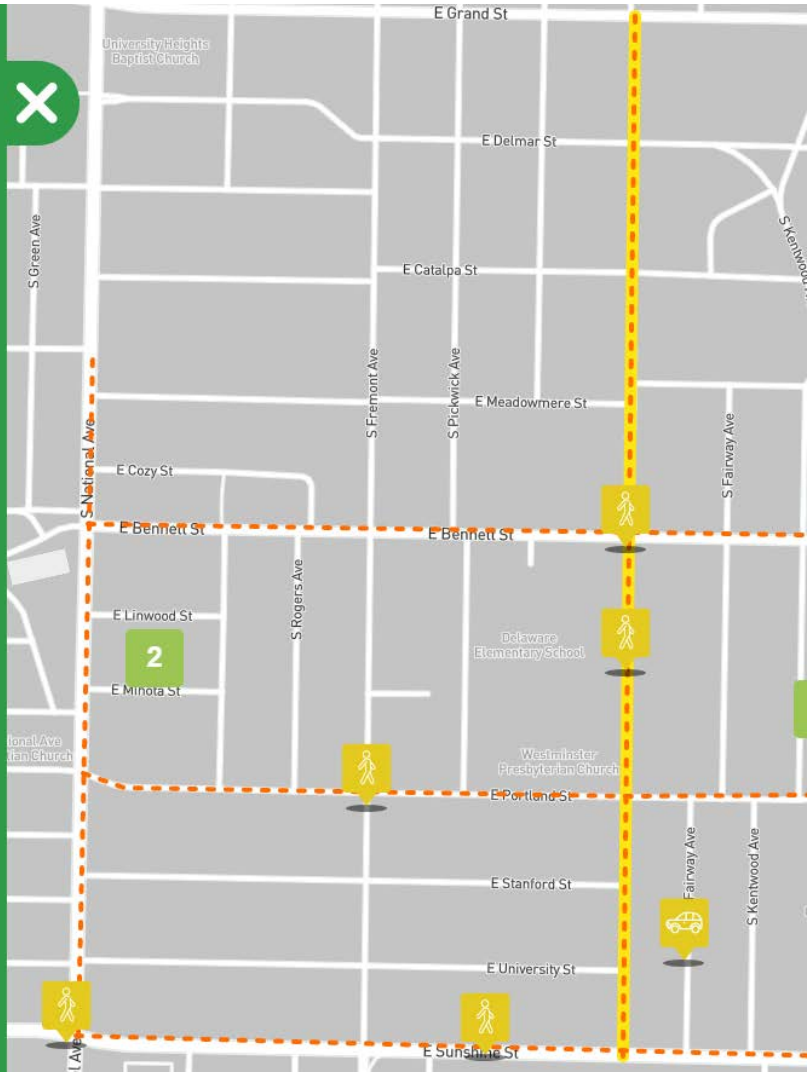
1 person likes this.
+ Like This

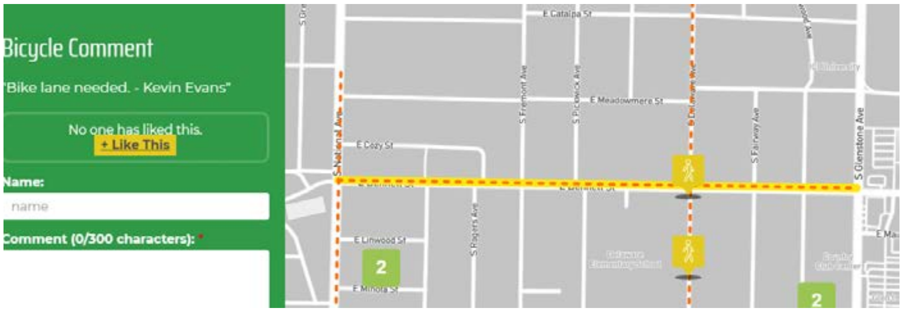
Name:

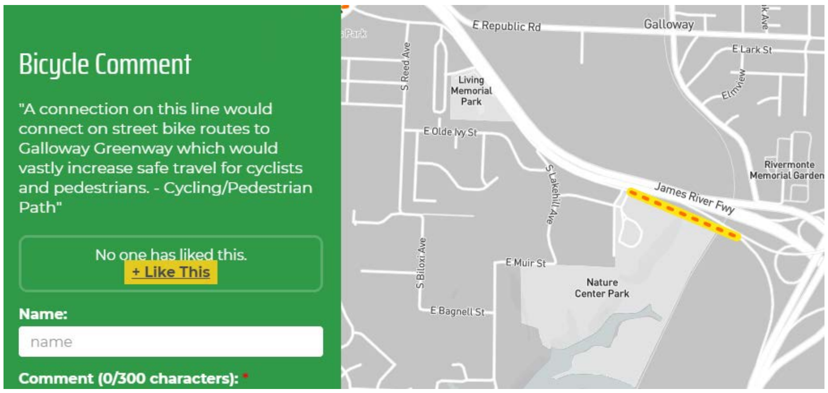
name

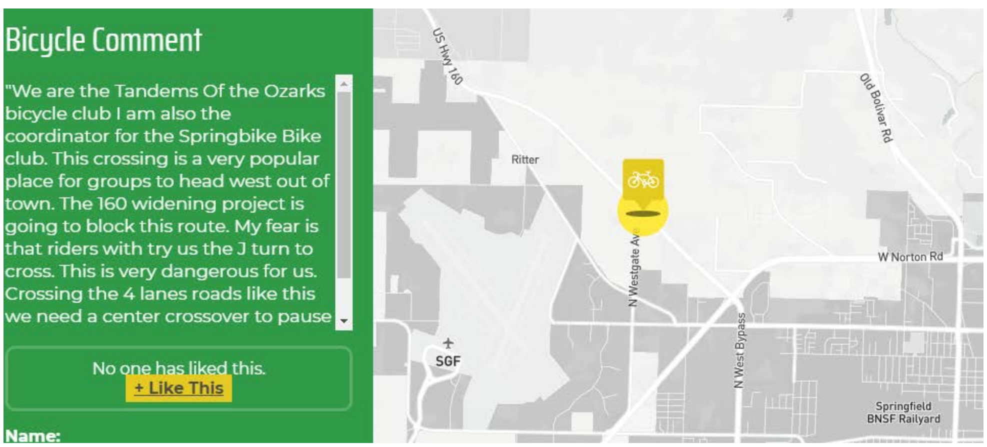
Comment (0/300 characters): *

SUBMIT CANCEL




Bicycle Comment
"Bike lane needed. - Kevin Evans"
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters):
E Catalpa St
E Meadowmere St
E Cody St
E Linwood St
2
2


Bicycle Comment
"A connection on this line would connect on street bike routes to Galloway Greenway which would vastly increase safe travel for cyclists and pedestrians. - Cycling/Pedestrian Path"
No one has liked this.
+ Like This
Name:
name
Comment (0/300 characters):
E Republic Rd
Galloway
E Lark St
Living Memorial Park
E Olde Ivy St
Rivermonte Memorial Garden
James River Fwy
E Muir St
Nature Center Park
E Bagnell St


Bicycle Comment
"We are the Tandems Of the Ozarks bicycle club I am also the coordinator for the Springbike Bike club. This crossing is a very popular place for groups to head west out of town. The 160 widening project is going to block this route. My fear is that riders with try us the J turn to cross. This is very dangerous for us. Crossing the 4 lanes roads like this we need a center crossover to pause
No one has liked this.
+ Like This
Name:
US Hwy 160
Old Bolivar Rd
Ritter
W Norton Rd
N Westgate Av
N West Bypass
SGF
Springfield BNSF Railyard

Part 1


Bicycle Comment
coordinator for the Springbike Bike club. This crossing is a very popular place for groups to head west out of town. The 160 widening project is going to block this route. My fear is that riders with try us the J turn to cross. This is very dangerous for us. Crossing the 4 lanes roads like this we need a center crossover to pause in so we may cross safely - John White"
US Hwy 160
Ritter
N Westgate Ave
Bypass

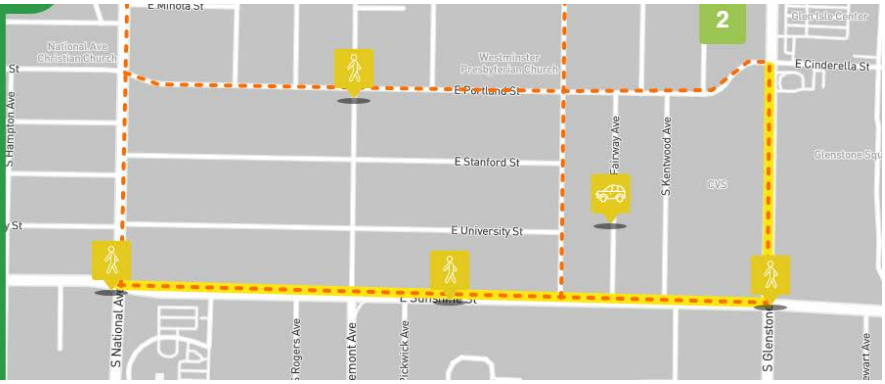
Part 2

Pedestrian Comment

"Very, very few sidewalks on either National or Glenstone but lots of walkers. A wheelchair used to have to use Sunshine...imagine. These are State and City roads. - Kevin Evans"

1 person likes this.
+ Like This

Name:



Pedestrian Comment

"There are no sidewalks in this area. I drive this route everyday from home to work. At least once a week there is a pedestrian on a wheelchair using the road because there is no sidewalks. Some people have luggage and are walking to the airport. - Daivd Patillo"

No one has liked this.
+ Like This

Name:

name

Motor Vehicle Comment

"This is extremely congested with traffic from about 4:30 to 5:30 pm every work day. That's why frustrated drivers cut through and commonly speed through our residential neighborhoods and park lands. We want to keep it peaceful around our homes. Can't traffic be funneled onto Glenstone (maybe six lanes with two serving as switchable for the commute)? - Kevin Evans"

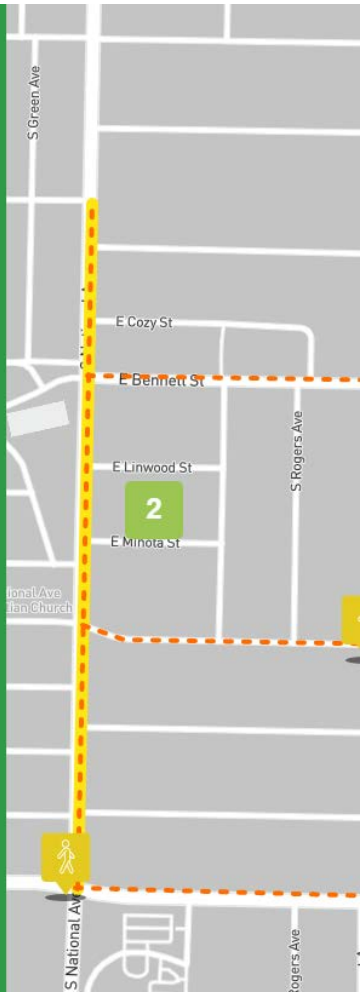
1 person likes this.
+ Like This

Name:

name

Comment (0/300 characters): *

SUBMIT CANCEL



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 11/20/2019; ITEM II.B.

***Transportation Plan 2040* Amendment Number 11**

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Springfield has been awarded a BUILD grant in the amount of $20,960,822 federal funds for the Grant Avenue Connect Parkway Project. The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

All projects programmed in the Transportation Improvement Program must appear in the long range transportation plan, *Transportation Plan 2040*. The Financial Capacity Chapter has been updated to reflect this additional funding and the Range of Alternatives Chapter has been updated to reflect this project specifically, as well as to show continued fiscal constraint.

PRIOR AMENDMENTS:

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17th/19th Streets in Ozark.
3. Amendment 3 was for the revised design standards.
4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of $215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.
10. Amendment 10 was to revise the Major Thoroughfare Plan in the City of Ozark, the City of Springfield, and to update the System Performance Report.

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 11."

OR

"Move to recommend that *Transportation Plan 2040* Amendment 11 be sent to the Board of Directors with the following considerations…"

Financial Capacity

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for the implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented through 2040.

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds. With the passage of the FAST Act and an increase in state revenues, MoDOT has a more stable funding outlook than what has been the case for the previous few years. This will allow OTO to be confident in the funding levels projected to 2040. The cost share with MoDOT is still suspended, and OTO has not included that funding in its projections, but it should be noted that the availability of that funding would increase the number of projects that could be completed in the region.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are

not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Federal - Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Transfer Provision

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

Federal – Special Programs

The FAST Act established, replaced, or continued several "special programs" that are unique compared to traditional federal funding. MoDOT receives this funding and uses it for projects and programs statewide.

Disadvantaged Business Enterprise Program

The FAST Act provides funding for Disadvantaged Business Enterprise programs. Missouri receives approximately $300,000 annually for this program.

On the Job Training Program

The FAST Act provides funding for On the Job Training activities. Missouri receives approximately $200,000 annually for this program.

Prioritization of Projects to Improve Freight Movement Program

Efficient movement of freight is critical to the economy, jobs and quality of life in Missouri. Freight movement is completely dependent on the reliability, condition, and safety of the transportation system. FAST created a new federal funding category, the National Highway Freight Program, for projects that improve the efficient movement of freight. These projects implement the strategies identified in the Missouri Freight Plan. Activities include replacement of load-posted bridges, technology to improve the flow of freight, truck parking facilities, and geometric improvements to interchanges and ramps. These projects are included in the STIP and also identified in the Missouri Freight Plan Appendix G.

Better Utilizing Investments to Leverage Development (BUILD) Grant

The BUILD program provides dedicated, discretionary federal funding to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Infrastructure for Rebuilding America (INFRA) Grant

INFRA discretionary grants support the Administration's commitment to fixing the nation's infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built. In addition to providing direct federal funding, the INFRA discretionary grant program aims to increase the total investment by state, local, and private partners.

Federal – Regional Suballocated

The Surface Transportation Block Grant Program (STP) funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

STP-Urban

STP-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

Small-Urban

The Small-Urban program is a subset of statewide STP funding, which is allocated to jurisdictions whose urbanized cluster or area population is greater than 5,000, but smaller than 200,000. The Missouri Highways and Transportation Commission allocates $3.5 million in surface transportation program funds annually to this small-urban program. Project eligibility is the same as that described under the STP-Urban program. Currently, the City of Republic receives this funding in the OTO area, but this is changing now that they are part of the Springfield Urbanized area, while the City of Willard will start receiving Small-Urban as they are now their own urbanized area. As of July 7, 2016, the Missouri and Highways Commission discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

Bridge Rehabilitation and Maintenance

This program funds the replacement or rehabilitation of deficient bridges located on roads federally functionally classified as urban collectors, rural major collectors, and arterials. As of July 7, 2016, the Missouri and Highways Commission also discontinued this program. The final allocation has been made for state fiscal year 2016, though balances will be available through September 30, 2019.

STP-Set Aside (formerly TAP)

The STP-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School.

Local

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein. In aggregate, these funding sources generate about $50 million per year, however, the local system is vastly larger than the federal-aid system and much of this funding is dedicated to activities on the local system. The projected funding from local sources is that amount required to match federal-aid projects as requested by the local jurisdictions and to cover operations and maintenance needs.

Sales Tax

The Cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene Counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Currently, most of the funds available under the Corporation are programmed for projects. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

Neighborhood Improvement District (or Community Improvement District)

State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

Charges for Services

Charges for curb cuts and other transportation-related services generate $400,000. These funds are included in the Feasible Funding Sources section.

The City of Republic levies a fee for street lights which nets about $105,550 per year.

Railroad and Public Utility Tax

The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating $106,800 for the road and bridge fund.

County Funding Sources

The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

Greene County levies eight cents per $100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be $4,534,400 while personal property tax for 2015 is estimated to be $939,500.

Programmed Projects

The OTO has already identified funding and programmed projects for the 2015-2018 Transportation Improvement Program. Additional projects will be programmed for 2019 with the new TIP to be developed this spring. These can be seen in the Appendix. For this reason, funding projections start in the year 2018.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2040. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act, as well as the improving economy. An inflation rate of 1 percent has been used to develop projections through 2040. Initial year estimates were derived from MoDOT and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Operations and Maintenance

MoDOT Operations and Maintenance Revenues are projected to be $50,601,000 through 2040, based on the FY 2017 allocation of $1,948,000 to the OTO region. The source of this funding is MoDOT Operations. Local funding for Operations and Maintenance is projected to be $22,973,000. This funding is projected to grow one-percent per year.

Table 6-1: Operations and Maintenance Revenue

Timeframe	MoDOT	Local
2018-2022	$ 10,037,000	$ 4,557,000
2023-2027	$ 10,549,000	$ 4,789,000
2028-2032	$ 11,087,000	$ 5,034,000
2033-2037	$ 11,653,000	$ 5,290,000
2038-2040	$ 7,275,000	$ 3,303,000
TOTAL	$ 50,601,000	$ 22,973,000

Discretionary Funding

While not guaranteed, the Ozarks Transportation Organization region is eligible to apply and receive funding that is made available through competitive grants at the discretion of USDOT. These include

programs such as BUILD and INFRA. As this funding is uncertain, awarded amounts will be amended into the Plan here, to reflect the additional funding available to the OTO region.

Table 6-A11: Discretionary Funding

Timeframe	USDOT	Local
2018-2022	$ 20,960,822	$ 5,240,206
2023-2027	$ 0	$ 0
2028-2032	$ 0	$ 0
2033-2037	$ 0	$ 0
2038-2040	$ 0	$ 0
TOTAL	$ 20, 960,822	$ 5,240,206

1. November 11, 2019 BUILD Grant for City of Springfield Grant Avenue Connect Parkway Project

USDOT	20,960,822
Local	5,240,206
Total	26,201,028

Roadway Revenue Estimates through 2040

2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	$9,200,000	$9,200,000	$9,200,000	$9,200,000	$9,292,000
Safety	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,525,000
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$25,506,000	$33,497,000	$34,606,000	$34,102,000	$34,443,020
TOTAL	$37,806,000	$45,797,000	$46,906,000	$46,402,000	$46,860,020
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$5,722,200	$5,836,644	$5,953,377	$6,072,444	$6,193,893
TAP	$400,000	$404,000	$408,040	$412,120	$416,242
Local Match	$1,414,944	$1,443,243	$1,472,108	$1,501,550	$1,531,581
TOTAL	$7,537,144	$7,683,887	$7,833,525	$7,986,115	$8,141,716

TOTAL	**$45,343,144**	**$53,480,887**	**$54,739,525**	**$54,388,115**	**$55,001,736**

2023-2027

Table 6-3: Roadway Revenue Estimates 2023-2027

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	$9,384,920	$9,478,769	$9,573,557	$9,669,292	$9,765,985
Safety	$2,550,250	$2,575,753	$2,601,510	$2,627,525	$2,653,800
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$34,787,450	$35,135,325	$35,486,678	$35,841,545	$36,199,960
TOTAL	$47,322,620	$47,789,846	$48,261,745	$48,738,362	$49,219,746
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,317,771	$6,444,127	$6,573,009	$6,704,469	$6,838,559
TAP	$420,404	$424,608	$428,854	$433,143	$437,474
Local Match	$1,562,213	$1,593,457	$1,625,326	$1,657,832	$1,690,989
TOTAL	$8,300,388	$8,462,191	$8,627,189	$8,795,444	$8,967,022

TOTAL	**$55,623,008**	**$56,252,038**	**$56,888,934**	**$57,533,807**	**$58,186,768**

2028-2032

Table 6-4: Roadway Revenue Estimates 2028-2032

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	$9,863,645	$9,962,282	$10,061,905	$10,162,524	$10,264,149
Safety	$2,680,338	$2,707,142	$2,734,213	$2,761,555	$2,789,171
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$36,561,960	$36,927,579	$37,296,855	$37,669,824	$38,046,522
TOTAL	$49,705,943	$50,197,003	$50,692,973	$51,193,903	$51,699,842
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$6,975,330	$7,114,836	$7,257,133	$7,402,276	$7,550,321
TAP	$441,849	$446,267	$450,730	$455,237	$459,790
Local Match	$1,724,809	$1,759,305	$1,794,491	$1,830,381	$1,866,989
TOTAL	$9,141,988	$9,320,409	$9,502,354	$9,687,894	$9,877,100

TOTAL	**$58,847,931**	**$59,517,412**	**$60,195,327**	**$60,881,797**	**$61,576,941**

2033-2037

Table 6-5: Roadway Revenue Estimates 2033-2037

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	$10,366,790	$10,470,458	$10,575,163	$10,680,914	$10,787,724
Safety	$2,817,063	$2,845,233	$2,873,686	$2,902,422	$2,931,447
Interst./Brdg	$300,000	$300,000	$300,000	$300,000	$300,000
SW TAP	$300,000	$300,000	$300,000	$300,000	$300,000
Flex	$38,426,987	$38,811,257	$39,199,370	$39,591,363	$39,987,277
TOTAL	$52,210,840	$52,726,948	$53,248,218	$53,774,700	$54,306,447
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$7,701,328	$7,855,354	$8,012,461	$8,172,711	$8,336,165
TAP	$464,388	$469,031	$473,722	$478,459	$483,244
Local Match	$1,904,328	$1,942,415	$1,981,263	$2,020,888	$2,061,306
TOTAL	$10,070,044	$10,266,801	$10,467,446	$10,672,058	$10,880,715

TOTAL	**$62,280,884**	**$62,993,749**	**$63,715,664**	**$64,446,758**	**$65,187,162**

2038-2040 and TOTAL

Table 6-6: Roadway Revenue Estimates 2038-2040 and Total

MODOT Allocated Funding for OTO area					
	2038	2039	2040		2018-2040
TCOS	$10,895,601	$11,004,557	$11,114,602		$230,174,837
Safety	$2,960,761	$2,990,369	$3,020,272		$62,547,510
Interst./Brdg	$300,000	$300,000	$300,000		$6,900,000
SW TAP	$300,000	$300,000	$300,000		$6,900,000
Flex	$40,387,150	$40,791,021	$41,198,931		$844,501,074
TOTAL	$54,843,512	$55,385,947	$55,933,806		$1,151,023,421
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	$8,502,888	$8,672,946	$8,846,405		$165,056,648
TAP	$488,076	$492,957	$497,886		$10,286,521
Local Match	$2,102,532	$2,144,583	$2,187,475		$40,814,008
TOTAL	$11,093,497	$11,310,486	$11,531,766		$216,157,177

TOTAL	**$65,937,008**	**$66,696,432**	**$67,465,572**		**$1,367,180,598**

With the funding projected for operations and maintenance and discretionary funding, the total revenue projected through 2040 is $1,466,955,626.

Table 6-7: Revenue Summary

2018-2040		
TCOS		$230,174,837
Safety		$62,547,510
Interst./Brdg		$6,900,000
SW TAP		$6,900,000
Flex		$844,501,074
TOTAL		$1,151,023,421

STP-Urban		$165,056,648
TAP		$10,286,521
Local Match		$40,814,008
TOTAL		$216,157,177

MoDOT Allocated and Suballocated Total		**$1,367,180,598**
Operations and Maintenance		**$73,574,000**
Discretionary Funding		**$26,201,028**
TOTAL REVENUE		**$1,466,955,626**

Transit Funding Projections

Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

Federal Transit Funding

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

Bus and Bus Facilities (5339)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Revenue Estimates

2018-2022

Table 6-8: Transit Revenue Estimates 2018-2022

Source	2018	2019	2020	2021	2022
FTA 5307	$2,655,918	$2,709,036	$2,763,217	$2,818,481	$2,874,851
FTA 5310	$276,610	$282,142	$287,785	$293,540	$299,411
FTA 5339	$278,608	$284,180	$289,864	$295,661	$301,575
City Utilities Local Share	$7,842,000	$7,791,000	$7,907,000	$8,548,000	$8,804,440
State of Missouri	$29,324	$29,617	$29,913	$30,213	$30,515
Medicaid	$29,279	$29,572	$29,867	$30,166	$30,468
Other local agencies	$29,864	$30,461	$31,070	$31,691	$32,325
TOTAL	**$11,141,603**	**$11,156,008**	**$11,338,716**	**$12,047,752**	**$12,373,585**

2023-2027

Table 6-9: Transit Revenue Estimates 2023-2027

Source	2023	2024	2025	2026	2027
FTA 5307	$2,932,348	$2,990,995	$3,050,815	$3,111,831	$3,174,068
FTA 5310	$305,399	$311,507	$317,737	$324,092	$330,574
FTA 5339	$307,606	$313,758	$320,033	$326,434	$332,963
City Utilities Local Share	$9,068,573	$9,340,630	$9,620,849	$9,909,475	$10,206,759
State of Missouri	$30,820	$31,128	$31,439	$31,754	$32,071
Medicaid	$30,772	$31,080	$31,391	$31,705	$32,022
Other local agencies	$32,972	$33,631	$34,304	$34,990	$35,690
TOTAL	**$12,708,490**	**$13,052,729**	**$13,406,568**	**$13,770,281**	**$14,144,147**

2028-2032

Table 6-10: Transit Revenue Estimates 2028-2032

Source	2028	2029	2030	2031	2032
FTA 5307	$3,237,549	$3,302,300	$3,368,346	$3,435,713	$3,504,427
FTA 5310	$337,186	$343,929	$350,808	$357,824	$364,980
FTA 5339	$339,622	$346,414	$353,343	$360,410	$367,618
City Utilities Local Share	$10,512,962	$10,828,351	$11,153,201	$11,487,797	$11,832,431
State of Missouri	$32,392	$32,716	$33,043	$33,373	$33,707
Medicaid	$32,342	$32,665	$32,992	$33,322	$33,655
Other local agencies	$36,404	$37,132	$37,874	$38,632	$39,404
TOTAL	**$14,528,457**	**$14,923,507**	**$15,329,607**	**$15,747,071**	**$16,176,222**

2033-2037

Table 6-11: Transit Revenue Estimates 2033-2037

Source	2033	2034	2035	2036	2037
FTA 5307	$3,574,516	$3,646,006	$3,718,926	$3,793,305	$3,869,171
FTA 5310	$372,280	$379,726	$387,320	$395,067	$402,968
FTA 5339	$374,970	$382,469	$390,119	$397,921	$405,880
City Utilities Local Share	$12,187,404	$12,553,026	$12,929,617	$13,317,505	$13,717,031
State of Missouri	$34,044	$34,385	$34,729	$35,076	$35,427
Medicaid	$33,992	$34,332	$34,675	$35,022	$35,372
Other local agencies	$40,192	$40,996	$41,816	$42,653	$43,506
TOTAL	**$16,617,398**	**$17,070,940**	**$17,537,202**	**$18,016,549**	**$18,509,355**

2038-2040 and TOTAL

Table 6-12: Transit Revenue Estimates 2038-2040 and Total

Source	2038	2039	2040	2018-2040
FTA 5307	$3,946,554	$4,025,485	$4,105,995	**$76,609,853**
FTA 5310	$411,027	$419,248	$427,633	**$7,978,793**
FTA 5339	$413,997	$422,277	$430,723	**$8,036,445**
City Utilities Local Share	$14,128,542	$14,552,398	$14,988,970	**$253,227,961**
State of Missouri	$35,781	$36,139	$36,500	**$754,106**
Medicaid	$35,726	$36,083	$36,444	**$752,944**
Other local agencies	$44,376	$45,263	$46,169	**$861,415**
TOTAL	**$19,016,003**	**$19,536,893**	**$20,072,433**	**$348,221,517**

Table 6-13: Transit Revenue Summary

Source	2018-2040
FTA 5307	**$76,609,853**
FTA 5310	**$7,978,793**
FTA 5339	**$8,036,445**
City Utilities Local Share	**$253,227,961**
State of Missouri	**$754,106**
Medicaid	**$752,944**
Other local agencies	**$861,415**
TOTAL	**$348,221,517**

Range of Alternatives

Funding over the next 24 years will be limited. For this reason, the OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions. These projects are then subjected to a prioritization process. This list of prioritized projects is compared to the available funding amounts through 2040 and a limited (constrained) list of priority projects is selected.

Project Submissions

Project needs were collected through several methods. Jurisdictions were asked to submit a list of project needs through the Plan horizon of 2040. MoDOT was also asked to submit a list of project needs based on the state highway system. Projects included in the prior plan that had not yet been programmed were included as well. Submitted projects were then assigned a cost estimate and projected year of completion. The cost estimates were then inflated by three percent, based on average increases in the Construction Price Index, to the project year of completion.

Project Prioritization Process

To prioritize the projects, the LRTP Subcommittee developed a set of prioritization factors based on the goals which had been set within the Plan. Each prioritization factor includes a set of criteria, which are assigned points. Projects were scored based on these criteria. A glossary defining each criterion is included in the Appendix.

Once projects are prioritized, the potential list was compared against available funding. The results can be seen in the constrained project list.

Prioritization Factors

Table 7-1: Prioritization Factors

Factors	Criteria	Points
1. Priority Projects		**25**
Located along a Priority Corridor of Regional Significance	Yes	*25*
	No	*0*
2. Safety		**25**
Fatal/Injury Crash Index	Worse than rates on similar OTO FCs	*15*
	Better than rates on similar OTO FCs	*0*
Safety Concern	Yes	*5*
	No	*0*
Improvement or Removal of At-Grade Railroad Crossing	Yes	*5*
	No	*0*
3. Congestion Management		**20**
Volume-to-Capacity Ratio	Current ≥ 0.86	*7*
	Future (2040) ≥ 0.86	*5*
Complies with MTP Access Management	Yes	*3*
	No	*0*
Included in Regional ITS Arch.	Yes	*5*
	No	*0*
4. Environmental Justice		**5**
	Inside 4 EJ Tracts	*5*
	Inside 3 EJ Tracts	*4*
	Inside 2 EJ Tracts	*3*
	Inside 1 EJ Tract	*2*
	Inside 0 EJ Tracts	*0*
5. Multi-modal		**10**
Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)	Connects more than 2 modes or services	*7*
	Facilitates transfer or intermodal potential between 1 to 2 modes	*5*
	No intermodal potential	*0*
Vehicle Trip Reduction	Project encourages reduction of trips/discourages SOV use	*3*
	No trip reduction	*0*
6. Economic Development		**15**
Improves access to major freight centers or corridors or is in the State Freight Plan	Yes	*5*
	No	*0*
Local Priority Project	Defined leadership and strong political support	*10*
	Unknown or no leadership or political support	*0*
TOTAL		**100**

Programmatic Project List

Maintenance - $401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about $401 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - $18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - $10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - $4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Scoping - $500,000

Scoping projects help identify the solution for an identified need. Often, an entire corridor must be examined to determine the appropriate project to address a problem. This funding is set aside for these broad scoping projects which may not exactly align with a proposed construction project within the constrained project list.

Operations and Maintenance - $73,574,000

Maintenance costs include salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities, unlike the Maintenance category above, such as minor surface treatments, mowing, snow removal, replacing signs, striping, repairing guardrail; and repairing traffic signals.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is $1,466,955,626. The project needs submitted for prioritization and the programmatic needs before inflation add up to $1,785,293,629. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about $348,221,517 through 2040 with estimated needs of $949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is $10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	$1,466,955,626
Maintenance	($401,000,000)
Safety	($18,000,000)
Bike/Ped	($10,000,000)
Rail	($4,000,000)
Scoping	($500,000)
Operations & Maintenance	($73,574,000)
Funding for New Projects	**$959,881,626**

Available Funding (through 2040)	$1,466,955,626
Constrained Costs (Uninflated)	($762,477,629)
Unconstrained Costs (Uninflated)	($515,742,000)
Operations and Maintenance	($73,574,000)
Programmatic Projects	($433,500,000)
Funding Shortfall	**($318,338,003)**

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	$7,013,122	$ -	$ -	$7,013,122	$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	$3,949,115	$ -	$ -	$3,949,115	$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	$ -	$11,068,865	$12,831,848	$23,900,713	$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	$ -	$ -	$24,401,898	$24,401,898	$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	$ -	$7,867,503	$ -	$7,867,503	$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	$3,004,999	$ -	$ -	$3,004,999	$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$21,386,413	$21,386,413	$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$ -	$44,911,468	$44,911,468	$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	$ -	$12,680,000	$ -	$12,680,000	$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	$1,639,091	$ -	$ -	$1,639,091	$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	$3,170,001	$ -	$ -	$3,170,001	$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	$1,347,332	$ -	$ -	$1,347,332	$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	$ -	$ -	$2,851,522	$2,851,522	$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$19,592,595	$ -	$ -	$19,592,595	$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$7,748,205	$ -	$7,748,205	$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	$ -	$9,224,054	$ -	$9,224,054	$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	$2,513,272	$ -	$ -	$2,513,272	$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$14,257,609	$14,257,609	$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	$ -	$ -	$28,515,218	$28,515,218	$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	$467,687	$ -	$ -	$467,687	$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	$1,564,785	$ -	$ -	$1,564,785	$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	$2,106,778	$ -	$ -	$2,106,778	$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	$ -	$1,319,655	$ -	$1,319,655	$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	$6,000,000	$11,975,000	$19,750,000	$37,725,000	$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	$ -	$ -	$21,386,413	$21,386,413	$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	$1,986,578	$ -	$ -	$1,986,578	$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	$2,841,090	$ -	$ -	$2,841,090	$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	$2,731,818	$ -	$ -	$2,731,818	$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	$1,092,727	$ -	$ -	$1,092,727	$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	$ -	$2,459,748	$ -	$2,459,748	$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	$2,185,454	$ -	$ -	$2,185,454	$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	$1,715,581	$ -	$ -	$1,715,581	$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,622,545	$ -	$ -	$2,622,545	$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,098,036	$ -	$ -	$2,098,036	$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	$2,240,090	$ -	$ -	$2,240,090	$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	$6,685,304	$ -	$ -	$6,685,304	$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	$8,741,816	$ -	$ -	$8,741,816	$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	$ -	$13,754,909	$ -	$13,754,909	$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	$4,294,417	$ -	$ -	$4,294,417	$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	$5,734,631	$ -	$ -	$5,734,631	$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	$ -	$21,522,793	$ -	$21,522,793	$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	$ -	$4,919,495	$ -	$4,919,495	$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	$ -	$1,885,397	$ -	$1,885,397	$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	$ -	$ -	$1,524,138	$1,524,138	$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	$ -	$1,885,397	$ -	$1,885,397	$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	$3,114,272	$ -	$ -	$3,114,272	$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	$2,185,454	$ -	$ -	$2,185,454	$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	$ -	$26,128,670	$ -	$26,128,670	$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	$499,376	$ -	$ -	$499,376	$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	$2,921,952	$ -	$ -	$2,921,952	$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	$ -	$3,228,419	$ -	$3,228,419	$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	$1,381,207	$ -	$ -	$1,381,207	$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	$ -	$ -	$1,461,405	$1,461,405	$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	$1,115,510	$ -	$ -	$1,115,510	$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	$ -	$1,259,268	$ -	$1,259,268	$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	$1,654,061	$ -	$ -	$1,654,061	$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	$642,523	$ -	$ -	$642,523	$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	$ -	$3,074,685	$ -	$3,074,685	$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	$12,321,590	$ -	$ -	$12,321,590	$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	$ -	$36,896,216	$ -	$36,896,216	$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	$ -	$2,459,748	$ -	$2,459,748	$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$ -	$ -	$28,515,218	$28,515,218	$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	$9,555,801	$12,298,739	$ -	$21,854,540	$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	$7,321,271	$ -	$ -	$7,321,271	$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	$ -	$ -	$12,200,236	$12,200,236	$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	$ -	$ -	$40,447,411	$40,447,411	$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	$408,680	$ -	$ -	$408,680	$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	$ -	$21,483,437	$ -	$21,483,437	$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	$ -	$2,593,804	$ -	$2,593,804	$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	$ -	$348,054	$ -	$348,054	$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	$972,336	$ -	$ -	$972,336	$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	$ -	$ -	$14,257,609	$14,257,609	$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	$ -	$16,418,816	$ -	$16,418,816	$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	$ -	$14,758,486	$ -	$14,758,486	$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	$ -	$657,983	$ -	$657,983	$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	$1,419,452	$ -	$ -	$1,419,452	$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	$ -	$4,919,495	$ -	$4,919,495	$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	$ -	$1,362,700	$ -	$1,362,700	$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE OO TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	$ -	$1,967,798	$ -	$1,967,798	$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	$546,364	$ -	$ -	$546,364	$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	$3,000,000	$ -	$ -	$3,000,000	$714,650,870
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	$ -	$ -	$25,164,680	$25,164,680	$739,815,550
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	$ -	$50,432,208	$ -	$50,432,208	$790,247,758
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	$ -	$49,058,439	$ -	$49,058,439	$839,306,197
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	$ -	$ -	$27,909,269	$27,909,269	$867,215,466
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	$ -	$ -	$30,281,735	$30,281,735	$897,497,201

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	$15,380,000	$10,007,326	$ -	$25,387,326	$922,884,527
D1	SPRINGFIELD	GRANT AVENUE PARKWAY	GRANT AVENUE FROM SUNSHINE TO COLLEGE	SAFETY, BICYCLE, PEDESTRIAN AND OTHER NON-ROADWAY IMPROVEMENTS	$26,201,028	$ -	$ -	$26,201,028	$949,085,555

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 11/20/2019; ITEM II.C.

Amendment Number Two to the FY 2020-2023 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:
There are five items included as part of Amendment Number One to the FY 2020-2023 Transportation Improvement Program.

1. *Revised* Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20A2)
   Adding sidewalks in partnership with the City of Nixa for an increase in total programmed amount of $239,796 and a new total programmed amount of $7,526,796.

2. *Revised* Jackson Street Capacity Improvements 16th Street to Route NN(OK1701-20A2)
   Adding a pedestrian underpass in partnership with the City of Ozark for an increase in total programmed amount of $663,900 and a new total programmed amount of $4,678,900.

3. *Revised* Pavement and ADA Improvements Sunshine, National, Battlefield (SP2012-20A2)
   The City of Springfield has increased the amount of funding for this project, as well as split the ADA portion into a separate new project (SP2014-20A2) for a new total programmed amount of $2,600,000. Federal funding is STBG-U.

4. *New* Pavement and ADA Improvements Sunshine, National, Battlefield (SP2014-20A2)
   The City of Springfield has requested to separate the ADA portion of this project (SP2012-20) into a new project with a total programmed amount of $1,400,000. Federal funding is STBG-U.

5. *New* Grant Avenue Connect Parkway Project (SP2015-20A)
   The City of Springfield received a BUILD Grant for the Grant Avenue Connect Parkway Project. The total programmed amount is $26,201,028, with the 20 percent match provided by the City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities of Springfield rate payers.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend that the Board of Directors approve Amendment 2 to the FY 2020-2023 Transportation Improvement Program."

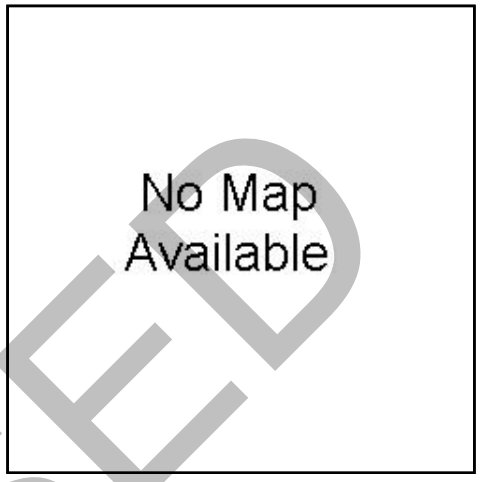
OR

"Move to recommend the Board of Directors approve Amendment 2 to the FY 2020-2023 Transportation Improvement Program, with these changes…"

K) Pending Amendment Section

TIP # NX1701-20A2 ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

Route Rte. 14
From Fort St.
To Ridgecrest St.
Location City of Nixa
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P0588H
Federal ID # 0141028



Project Description
Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

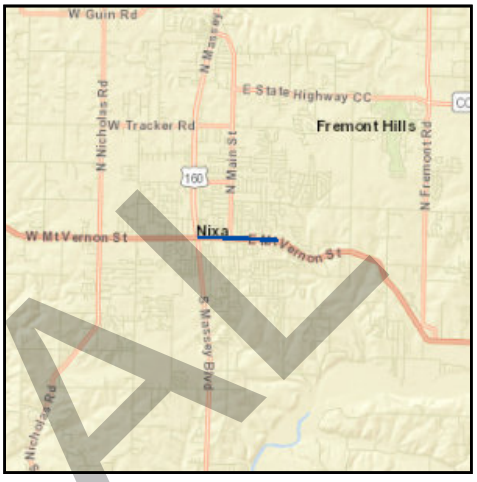
Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	$204,364	$374,100	$0	$0	$578,464
LOCAL	Local	ENG	$5,000	$5,000	$0	$0	$10,000
MoDOT	State	ENG	$46,091	$88,525	$0	$0	$134,616
FHWA (NHPP)	Federal	CON	$0	$5,240,703	$0	$0	$5,240,703
FHWA (STBG-U)	Federal	CON	$0	$202,270	$0	$0	$202,270
LOCAL	Local	CON	$0	$94,446	$0	$0	$94,446
MoDOT	State	CON	$0	$1,266,297	$0	$0	$1,266,297
Totals			**$255,455**	**$7,271,341**	**$0**	**$0**	**$7,526,796**

Notes
Non-Federal Funding Source: State Transportation Revenues

Prior Cost	$1,979,000
Future Cost	$0
Total Cost	$9,505,796

F) Roadways Section

TIP # NX1701 ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST



Route	Rte. 14
From	Fort St.
To	Ridgecrest St.
Location	City of Nixa
Federal Agency	FHWA
Project Sponsor	MoDOT
Federal Funding Category	NHPP(NHS)
MoDOT Funding Category	Major Projects and Emerging Needs
Bike/Ped Plan?	Yes
EJ?	Yes
STIP #	8P0588H
Federal ID #	0141028

Project Description

Add lanes, turn lanes and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	$168,000	$300,000	$0	$0	$468,000
MoDOT	State	ENG	$42,000	$75,000	$0	$0	$117,000
FHWA (NHPP)	Federal	CON	$0	$5,361,600	$0	$0	$5,361,600
MoDOT	State	CON	$0	$1,340,400	$0	$0	$1,340,400
Totals			**$210,000**	**$7,077,000**	**$0**	**$0**	**$7,287,000**

Notes

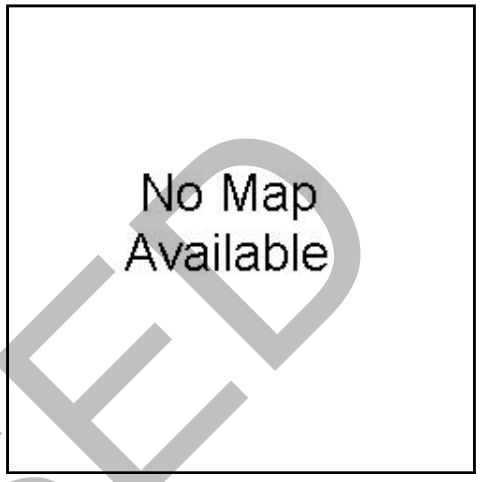
Non-Federal Funding Source: State Transportation Revenues

Prior Cost	$1,979,000
Future Cost	$0
Total Cost	$9,266,000

K) Pending Amendment Section

TIP # OK1701-20A2 JACKSON STREET CAPACITY IMPROVEMENTS 16TH STREET TO RTE. NN

Route Rte. 14 (Jackson)
From 16th St.
To 0.1 miles W. of 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 # 8P3096
Federal ID # 0141027



Project Description
Add lanes, sidewalk, and pedestrian underpasses and pedestrian signal on Jackson Street from 16th Street to 0.1 miles west of Rte. NN in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	$508,400	$0	$0	$0	$508,400
MoDOT	State	ENG	$127,100	$0	$0	$0	$127,100
FHWA (SAFETY)	Federal	CON	$835,000	$0	$0	$0	$835,000
FHWA (STBG)	Federal	CON	$2,024,770	$0	$0	$0	$2,024,770
LOCAL	Local	CON	$374,950	$0	$0	$0	$374,950
MoDOT	State	CON	$808,680	$0	$0	$0	$808,680
Totals			**$4,678,900**	**$0**	**$0**	**$0**	**$4,678,900**

Notes
Non-Federal Funding Source: State Transportation Revenues

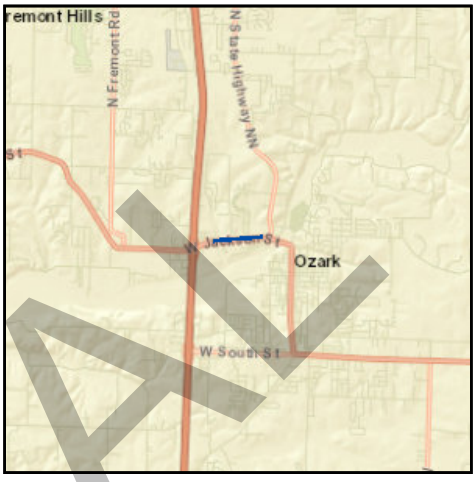
FYI: $835,000 Open Container Funds

Prior Cost	$596,000
Future Cost	$0
Total Cost	$5,274,900

F) Roadways Section

TIP # OK1701 JACKSON STREET CAPACITY IMPROVEMENTS 16TH STREET TO RTE. NN

Route Rte. 14 (Jackson)
From 16th St.
To 0.1 miles W. of 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 # 8P3096
Federal ID # 0141027



Project Description
Add lanes, sidewalk, and pedestrian signal on Jackson Street from 16th Street to 0.1 miles west of Rte. NN in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	$463,200	$0	$0	$0	$463,200
MoDOT	State	ENG	$115,800	$0	$0	$0	$115,800
FHWA (SAFETY)	Federal	CON	$835,000	$0	$0	$0	$835,000
FHWA (STBG)	Federal	CON	$1,914,800	$0	$0	$0	$1,914,800
MoDOT	State	CON	$686,200	$0	$0	$0	$686,200
Totals			**$4,015,000**	**$0**	**$0**	**$0**	**$4,015,000**

Notes
Non-Federal Funding Source: State Transportation Revenues

FYI: $835,000 Open Container Funds

Prior Cost	$571,000
Future Cost	$0
Total Cost	$4,586,000

K) Pending Amendment Section

TIP # SP2012-20A2 PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD

Route Sunshine, National, Battlefield
From
To
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Area Wide Project

Project Description
Overlay for various locations on Sunshine Street, National Avenue, and Battlefield Road.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	$2,080,000	$0	$0	$0	$2,080,000
LOCAL	Local	CON	$520,000	$0	$0	$0	$520,000
Totals			**$2,600,000**	**$0**	**$0**	**$0**	**$2,600,000**

Notes
Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	$0
Future Cost	$0
Total Cost	$2,600,000

K) Pending Amendment Section

TIP # SP2014-20A2 PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD

Route Sunshine, National, Battlefield
From
To
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Area Wide Project

Project Description
ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	$1,120,000	$0	$0	$0	$1,120,000
LOCAL	Local	CON	$280,000	$0	$0	$0	$280,000
Totals			**$1,400,000**	**$0**	**$0**	**$0**	**$1,400,000**

Notes
Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	$0
Future Cost	$0
Total Cost	$1,400,000

F) Roadways Section

TIP # SP2012-20 PAVEMENT AND ADA IMPROVEMENTS SUNSHINE, NATIONAL, BATTLEFIELD

Route Sunshine, National, Battlefield
From
To
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Area Wide Project

Project Description
Overlay and ADA improvements at various locations on Sunshine Street, National Avenue, and Battlefield Road.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	$2,160,000	$0	$0	$0	$2,160,000
LOCAL	Local	CON	$432,000	$0	$0	$0	$432,000
Totals			**$2,592,000**	**$0**	**$0**	**$0**	**$2,592,000**

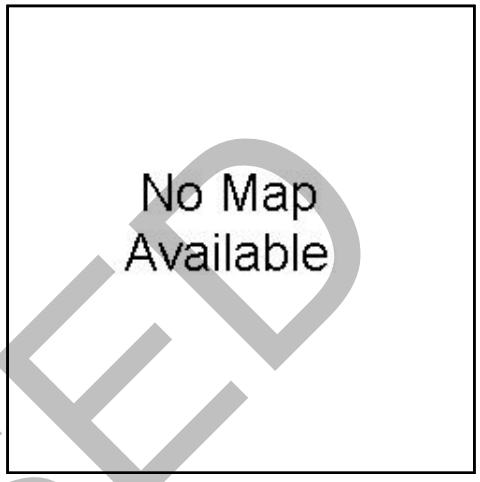
Notes
Non-Federal Funding Source: City of Springfield 1/4-cent sales tax

Prior Cost	$0
Future Cost	$0
Total Cost	$2,592,000

K) Pending Amendment Section

TIP # SP2015-20A2 GRANT AVENUE CONNECT PARKWAY PROJECT

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA(BUILD)	Federal	ENG	$2,755,495	$0	$0	$0	$2,755,495
LOCAL	Local	ENG	$688,874	$0	$0	$0	$688,874
FHWA(BUILD)	Federal	ROW	$3,824,000	$0	$0	$0	$3,824,000
LOCAL	Local	ROW	$956,000	$0	$0	$0	$956,000
FHWA(BUILD)	Federal	CON	$0	$14,381,327	$0	$0	$14,381,327
LOCAL	Local	CON	$0	$3,595,332	$0	$0	$3,595,332
Totals			**$8,224,369**	**$17,976,659**	**$0**	**$0**	**$26,201,028**

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost	$0
Future Cost	$0
Total Cost	$26,201,028

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local		State				
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (BRIDGE)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (BRO)**	**FHWA (NHPP)**	**FHWA (STBG)**	**FHWA(BUILD)**	**FEMA**	**LOCAL**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**SEMA**	**TOTAL**
2020																	
BA1801-18	$0	$0	$0	$0	$0	$0	$413,600	$0	$0	$0	$0	$0	$103,400	$0	$0	$0	**$517,000**
CC0901	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
CC1102	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
CC1703	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$1,000	$0	$0	$0	**$5,000**
CC1802	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
CC1803-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$2,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
CC2001-20	$0	$0	$0	$0	$0	$0	$6,400	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	**$8,000**
GR1403-18A1	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
GR1501	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	**$20,000**
GR1703	$0	$0	$0	$0	$0	$0	$0	$36,160	$0	$0	$0	$0	$9,040	$0	$0	$0	**$45,200**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$22,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,500	$0	$0	$0	**$25,000**
GR1804-18	$0	$0	$0	$0	$0	$0	$537,600	$0	$0	$0	$0	$0	$134,400	$0	$0	$0	**$672,000**
GR1901-20A1	$16,091,664	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,603,429	$0	$0	$0	$0	$0	**$23,695,093**
GR1902-20A1	$2,935,796	$0	$0	$0	$0	$0	$0	$0	$0	$0	$733,949	$0	$0	$0	$0	$0	**$3,669,745**
GR1903-19	$0	$0	$0	$0	$0	$0	$29,600	$0	$0	$0	$0	$0	$7,400	$0	$0	$0	**$37,000**
GR1905-19	$0	$0	$0	$224,100	$0	$0	$0	$0	$0	$0	$0	$0	$24,900	$0	$0	$0	**$249,000**
GR1906-19	$0	$0	$0	$0	$0	$0	$76,000	$0	$0	$0	$0	$0	$19,000	$0	$0	$0	**$95,000**
GR1907-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	$0	**$5,000**
GR1908-19	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
GR1909-19	$0	$0	$27,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,800	$0	$0	$0	**$34,000**
GR1910-19	$0	$0	$0	$0	$0	$0	$0	$39,200	$0	$0	$0	$0	$9,800	$0	$0	$0	**$49,000**
GR2001-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$128,400	$0	$513,600	$0	**$642,000**
GR2002-20	$0	$0	$0	$0	$0	$0	$848,000	$0	$0	$0	$0	$0	$212,000	$0	$0	$0	**$1,060,000**
GR2003-20	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$800	$0	$0	$0	**$4,000**
GR2004-20	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
GR2005-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,800	$0	$35,200	$0	**$44,000**
GR2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	$0	**$10,000**
GR2007-20	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
GR2008-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,200	$0	$44,800	$0	**$56,000**
GR2009-20AM1	$440,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$110,000	$0	$0	$0	$0	$0	**$550,000**
GR2010-20A1	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$10,000**
MO1405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	$0	**$15,000**
MO1719-18A5	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1720	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$5,000**
MO1721-18A5	$0	$54,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	$0	**$60,000**
MO1722	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1723	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1803-18	$0	$182,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,300	$0	$0	$0	**$203,000**
MO1804-18	$332,000	$0	$0	$0	$0	$0	$0	$800	$0	$0	$83,000	$0	$200	$0	$0	$0	**$416,000**
MO1903-19	$0	$245,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$27,300	$0	$0	$0	**$273,000**
MO1904-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
MO1905-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$35,000	$0	$0	$0	**$35,000**
MO2001-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$21,900	$0	$197,100	$0	**$219,000**
MO2002-20	$0	$775,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$86,200	$0	$0	$0	**$862,000**
MO2003-20	$0	$0	$0	$0	$0	$0	$356,800	$0	$0	$0	$0	$0	$89,200	$0	$0	$0	**$446,000**
MO2004-20	$0	$7,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	$0	**$8,000**
MO2005-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$181,200	$0	$724,800	$0	**$906,000**
MO2006-20	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
MO2007-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$26,000	$0	$104,000	$0	**$130,000**
MO2008-20	$0	$900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100	$0	$0	$0	**$1,000**
MO2010-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$90,000	$0	**$100,000**
MO2101-18	$0	$0	$0	$0	$0	$0	$0	$572,800	$0	$0	$0	$0	$143,400	$0	$800	$0	**$717,000**
MO2103-19	$0	$181,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,200	$0	$0	$0	**$202,000**
NX1701-20A2	$0	$0	$0	$0	$0	$0	$204,364	$0	$0	$0	$5,000	$0	$46,091	$0	$0	$0	$255,455
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
NX1803-18A2	$584,000	$0	$0	$0	$0	$0	$424,000	$0	$0	$0	$145,500	$0	$106,500	$0	$0	$0	**$1,260,000**
NX1901-19	$0	$0	$0	$0	$0	$0	$456,800	$0	$0	$0	$0	$0	$114,200	$0	$0	$0	**$571,000**
NX1902-19	$0	$0	$0	$0	$0	$0	$71,200	$0	$0	$0	$0	$0	$17,800	$0	$0	$0	**$89,000**
NX2001-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$120,000	$0	$480,000	$0	**$600,000**
OK1401-18AM4	$1,512,439	$0	$0	$0	$0	$0	$0	$1,372,151	$0	$0	$378,111	$0	$343,037	$0	$0	$0	**$3,605,738**
OK1701-20A2	$0	$835,000	$0	$0	$0	$0	$0	$2,533,170	$0	$0	$374,950	$0	$935,780	$0	$0	$0	$4,678,900
OK1802-19A3	$800,000	$0	$0	$0	$0	$350,151	$0	$0	$0	$740,993	$595,814	$0	$0	$0	$0	$123,499	**$2,610,457**
OK1803	$105,200	$0	$0	$0	$0	$0	$2,674,800	$0	$0	$0	$26,300	$0	$668,700	$0	$0	$0	**$3,475,000**
OK1901-19	$0	$0	$0	$0	$0	$0	$25,600	$0	$0	$0	$0	$0	$6,400	$0	$0	$0	**$32,000**
OT1901-19A5	$210,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$52,500	$0	$0	$0	$0	$0	**$262,500**
RG0901-18A1	$0	$748,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$83,200	$0	$0	$0	**$832,000**
RP1701	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
RP1703-17A3	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
RP1704-17A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
RP1802-18	$0	$0	$0	$0	$0	$0	$1,234,400	$0	$0	$0	$0	$0	$308,600	$0	$0	$0	**$1,543,000**
RP1803-18	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$171,200	$0	$684,800	$0	**$856,000**
RP1901-19A5	$0	$0	$0	$0	$0	$0	$1,356,800	$0	$0	$0	$0	$0	$339,200	$0	$0	$0	**$1,696,000**
SP1401	$0	$0	$0	$0	$0	$0	$5,600	$0	$0	$0	$0	$0	$1,400	$0	$0	$0	**$7,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
SP1413-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local		State				
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (BRIDGE)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (BRO)**	**FHWA (NHPP)**	**FHWA (STBG)**	**FHWA(BUILD)**	**FEMA**	**LOCAL**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**SEMA**	**TOTAL**
2020 Continued																	
SP1419-18A1	$0	$0	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$10,000**
SP1708	$0	$0	$0	$0	$0	$0	$800	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$1,000**
SP1709	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	**$20,000**
SP1710	$0	$0	$0	$0	$0	$0	$23,200	$0	$0	$0	$0	$0	$5,800	$0	$0	$0	**$29,000**
SP1801-18	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1802-18	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1805-18	$0	$0	$0	$1,467,000	$0	$0	$0	$0	$0	$0	$0	$0	$163,000	$0	$0	$0	**$1,630,000**
SP1809-18	$0	$0	$0	$0	$0	$0	$1,449,600	$0	$0	$0	$0	$0	$362,400	$0	$0	$0	**$1,812,000**
SP1811-18	$0	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000**
SP1812-18	$0	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000**
SP1815-18A2	$0	$0	$0	$0	$0	$0	$28,000	$0	$0	$0	$0	$0	$7,000	$0	$0	$0	**$35,000**
SP1816-18A2	$0	$0	$0	$0	$0	$0	$58,400	$0	$0	$0	$0	$0	$14,600	$0	$0	$0	**$73,000**
SP1817-18A2	$0	$0	$0	$0	$0	$0	$55,200	$0	$0	$0	$0	$0	$13,800	$0	$0	$0	**$69,000**
SP1818-19A3	$920,800	$0	$0	$0	$0	$0	$1,883,200	$0	$0	$0	$573,200	$0	$470,800	$0	$0	$0	**$3,848,000**
SP1902-18A4	$1,120,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$280,000	$0	$0	$0	$0	$0	**$1,400,000**
SP1903-19	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
SP1904-19	$0	$0	$0	$0	$0	$0	$14,400	$0	$0	$0	$0	$0	$3,600	$0	$0	$0	**$18,000**
SP1906-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
SP1907-19	$0	$995,000	$0	$0	$0	$0	$16,865,800	$0	$0	$0	$0	$0	$4,465,200	$0	$0	$0	**$22,326,000**
SP1908-19A2	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$5,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1912-19A5	$0	$0	$0	$0	$46,000	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	**$52,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2003-20	$0	$0	$0	$0	$0	$0	$0	$504,000	$0	$0	$0	$0	$126,000	$0	$0	$0	**$630,000**
SP2004-20	$0	$0	$0	$0	$0	$0	$1,221,600	$0	$0	$0	$0	$0	$305,400	$0	$0	$0	**$1,527,000**
SP2005-20	$0	$0	$0	$0	$0	$0	$807,200	$0	$0	$0	$0	$0	$201,800	$0	$0	$0	**$1,009,000**
SP2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	$0	**$10,000**
SP2007-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$32,000	$0	**$40,000**
SP2008-20	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
SP2009-20	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$800	$0	$0	$0	**$4,000**
SP2010-20	$0	$0	$0	$0	$0	$0	$2,373,600	$0	$0	$0	$0	$0	$593,400	$0	$0	$0	**$2,967,000**
SP2011-20	$1,260,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$315,000	$0	$0	$0	$0	$0	**$1,575,000**
SP2012-20A2	$2,080,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$520,000	$0	$0	$0	$0	$0	**$2,600,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2014-20A2	$1,120,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$280,000	$0	$0	$0	$0	$0	**$1,400,000**
SP2015-20A2	$0	$0	$0	$0	$0	$0	$0	$0	$6,579,495	$0	$1,644,874	$0	$0	$0	$0	$0	**$8,224,369**
ST1901-19AM2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,400	$0	$53,600	$0	**$67,000**
SUBTOTAL	$29,527,899	$4,064,200	$28,800	$1,700,100	$46,000	$350,151	$33,800,164	$5,119,881	$6,579,495	$740,993	$13,726,627	$0	$11,478,348	$6,000	$2,990,300	$123,499	$110,282,457
2021																	
CC0901	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
CC1102	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
CC1703	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$1,000	$0	$0	$0	**$5,000**
CC1802	$0	$0	$0	$0	$0	$0	$252,800	$0	$0	$0	$0	$0	$63,200	$0	$0	$0	**$316,000**
CC1803-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$2,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
CC2001-20	$0	$0	$0	$0	$0	$0	$476,000	$0	$0	$0	$0	$0	$119,000	$0	$0	$0	**$595,000**
GR1403-18A1	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
GR1703	$0	$0	$0	$0	$0	$0	$0	$565,600	$0	$0	$0	$0	$141,400	$0	$0	$0	**$707,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$2,000**
GR1903-19	$0	$0	$0	$0	$0	$0	$1,864,800	$0	$0	$0	$0	$0	$466,200	$0	$0	$0	**$2,331,000**
GR1905-19	$0	$0	$0	$3,842,100	$0	$0	$0	$0	$0	$0	$0	$0	$426,900	$0	$0	$0	**$4,269,000**
GR1906-19	$0	$0	$0	$0	$0	$0	$1,178,400	$0	$0	$0	$0	$0	$294,600	$0	$0	$0	**$1,473,000**
GR1907-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,600	$0	$18,400	$0	**$23,000**
GR1908-19	$0	$0	$237,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$59,400	$0	$0	$0	**$297,000**
GR1909-19	$0	$0	$1,144,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$286,200	$0	$0	$0	**$1,431,000**
GR1910-19	$0	$0	$0	$0	$0	$0	$0	$534,400	$0	$0	$0	$0	$133,600	$0	$0	$0	**$668,000**
GR1912-19	$0	$0	$0	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$0	$0	**$250,000**
GR2003-20	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$800	$0	$0	$0	**$4,000**
GR2004-20	$0	$0	$0	$0	$0	$0	$12,800	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	**$16,000**
GR2005-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$139,800	$0	$559,200	$0	**$699,000**
GR2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$82,200	$0	$328,800	$0	**$411,000**
GR2007-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
GR2008-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$177,000	$0	$708,000	$0	**$885,000**
GR2010-20A1	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$10,000**
GR2101-20	$0	$0	$0	$0	$240,000	$0	$0	$0	$0	$0	$0	$0	$0	$60,000	$0	$0	**$300,000**
MO1405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	$0	**$15,000**
MO1719-18A5	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1720	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$800	$0	$0	$0	**$4,000**
MO1721-18A5	$0	$54,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	$0	**$60,000**
MO1722	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1723	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1904-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$80,000	$0	**$100,000**
MO1905-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,000	$0	$0	$0	**$12,000**
MO2004-20	$0	$457,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,800	$0	$0	$0	**$508,000**

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local		State				
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (BRIDGE)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (BRO)**	**FHWA (NHPP)**	**FHWA (STBG)**	**FHWA(BUILD)**	**FEMA**	**LOCAL**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**SEMA**	**TOTAL**
2021 Continued																	
MO2006-20	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO2008-20	$0	$183,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,400	$0	$0	$0	**$204,000**
MO2010-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$90,000	$0	**$100,000**
MO2101-18	$332,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$83,000	$0	$0	$0	$0	$0	**$415,000**
MO2104-19	$0	$0	$0	$0	$0	$0	$0	$515,200	$0	$0	$0	$0	$128,800	$0	$0	$0	**$644,000**
MO2105-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$22,500	$0	$202,500	$0	**$225,000**
NX1701-20A2	$202,270	$0	$0	$0	$0	$0	$5,614,803	$0	$0	$0	$99,446	$0	$1,354,822	$0	$0	$0	$7,271,341
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
OK1901-19	$0	$0	$0	$0	$0	$0	$1,637,600	$0	$0	$0	$0	$0	$409,400	$0	$0	$0	**$2,047,000**
OT1901-19A5	$220,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$55,125	$0	$0	$0	$0	$0	**$275,625**
RG0901-18A1	$0	$1,618,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$179,800	$0	$0	$0	**$1,798,000**
RP1701	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
RP1703-17A3	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
RP1704-17A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
SP1401	$0	$0	$0	$0	$0	$0	$6,400	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	**$8,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1413-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
SP1419-18A1	$0	$0	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$10,000**
SP1708	$0	$0	$0	$0	$0	$0	$6,400	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	**$8,000**
SP1709	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	**$20,000**
SP1710	$0	$0	$0	$0	$0	$0	$860,000	$0	$0	$0	$0	$0	$215,000	$0	$0	$0	**$1,075,000**
SP1802-18	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1811-18	$0	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000**
SP1812-18	$0	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000**
SP1815-18A2	$44,800	$0	$0	$0	$0	$0	$74,400	$0	$0	$0	$11,200	$0	$18,600	$0	$0	$0	**$149,000**
SP1816-18A2	$0	$0	$0	$0	$0	$0	$44,000	$0	$0	$0	$0	$0	$11,000	$0	$0	$0	**$55,000**
SP1817-18A2	$0	$0	$0	$0	$0	$0	$56,000	$0	$0	$0	$0	$0	$14,000	$0	$0	$0	**$70,000**
SP1903-19	$0	$0	$0	$0	$0	$0	$636,800	$0	$0	$0	$0	$0	$159,200	$0	$0	$0	**$796,000**
SP1904-19	$0	$0	$0	$0	$0	$0	$1,016,800	$0	$0	$0	$0	$0	$254,200	$0	$0	$0	**$1,271,000**
SP1906-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
SP1908-19A2	$0	$0	$0	$0	$0	$0	$303,200	$0	$0	$0	$0	$0	$75,800	$0	$0	$0	**$379,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2003-20	$0	$0	$0	$0	$0	$0	$0	$2,848,000	$0	$0	$0	$0	$712,000	$0	$0	$0	**$3,560,000**
SP2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	$0	**$10,000**
SP2007-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$130,000	$0	$520,000	$0	**$650,000**
SP2008-20	$0	$0	$0	$0	$0	$0	$11,200	$0	$0	$0	$0	$0	$2,800	$0	$0	$0	**$14,000**
SP2009-20	$0	$0	$0	$0	$0	$0	$5,600	$0	$0	$0	$0	$0	$1,400	$0	$0	$0	**$7,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2015-20A2	$0	$0	$0	$0	$0	$0	$0	$0	$14,381,327	$0	$3,595,332	$0	$0	$0	$0	$0	$17,976,659
SUBTOTAL	$799,570	$2,329,600	$1,382,400	$3,851,100	$440,000	$0	$14,192,403	$4,556,800	$14,381,327	$0	$3,845,103	$0	$6,287,422	$110,000	$2,522,900	$0	$54,698,625
2022																	
CC0901	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
CC1102	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
CC1802	$0	$0	$0	$0	$0	$0	$3,104,800	$0	$0	$0	$0	$0	$776,200	$0	$0	$0	**$3,881,000**
CC1803-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$2,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$2,000**
GR1902-19	$3,246,479	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,253,521	$0	$0	$0	$0	$0	**$4,500,000**
GR1907-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$418,000	$0	$1,672,000	$0	**$2,090,000**
GR2003-20	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$800	$0	$0	$0	**$4,000**
GR2004-20	$0	$0	$0	$0	$0	$0	$1,307,200	$0	$0	$0	$0	$0	$326,800	$0	$0	$0	**$1,634,000**
GR2007-20	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	$0	$0	$0	$5,000	$0	$0	$0	**$25,000**
GR2010-20A1	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$10,000**
MO1405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	$0	**$15,000**
MO1719-18A5	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1721-18A5	$0	$54,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	$0	**$60,000**
MO1722	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1723	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1904-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$101,200	$0	$404,800	$0	**$506,000**
MO1905-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$23,500	$0	$0	$0	**$23,500**
MO2006-20	$0	$0	$0	$0	$0	$0	$0	$569,600	$0	$0	$0	$0	$142,400	$0	$0	$0	**$712,000**
MO2104-19	$336,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$84,000	$0	$0	$0	$0	$0	**$420,000**
MO2201-20	$0	$24,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000	$0	$0	$0	**$27,000**
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
OT1901-19A5	$231,525	$0	$0	$0	$0	$0	$0	$0	$0	$0	$57,881	$0	$0	$0	$0	$0	**$289,406**
RG0901-18A1	$0	$13,194,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,466,100	$0	$0	$0	**$14,661,000**
RP1703-17A3	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
RP1704-17A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
SP1401	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1413-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$34,400	$0	$137,600	$0	**$172,000**
SP1708	$0	$0	$0	$0	$0	$0	$748,000	$0	$0	$0	$0	$0	$187,000	$0	$0	$0	**$935,000**
SP1802-18	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1811-18	$0	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000**

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local		State				
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (BRIDGE)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (BRO)**	**FHWA (NHPP)**	**FHWA (STBG)**	**FHWA(BUILD)**	**FEMA**	**LOCAL**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**SEMA**	**TOTAL**
2022 Continued																	
SP1812-18	$0	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000**
SP1815-18A2	$960,000	$0	$0	$0	$0	$0	$702,400	$0	$0	$0	$240,000	$0	$175,600	$0	$0	$0	**$2,078,000**
SP1816-18A2	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$5,000**
SP1817-18A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1906-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$3,200	$0	**$4,000**
SP1908-19A2	$0	$0	$0	$0	$0	$0	$2,782,400	$0	$0	$0	$0	$0	$695,600	$0	$0	$0	**$3,478,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$297,800	$0	$1,191,200	$0	**$1,489,000**
SP2008-20	$0	$0	$0	$0	$0	$0	$1,423,200	$0	$0	$0	$0	$0	$355,800	$0	$0	$0	**$1,779,000**
SP2009-20	$0	$0	$0	$0	$0	$0	$780,000	$0	$0	$0	$0	$0	$195,000	$0	$0	$0	**$975,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2201-20	$0	$0	$0	$0	$800,000	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	$0	**$1,000,000**
SUBTOTAL	$4,774,004	$13,289,500	$0	$0	$800,000	$0	$10,979,200	$619,200	$0	$0	$1,636,402	$0	$5,268,000	$200,000	$3,413,600	$0	$40,979,906
2023																	
CC0901	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$2,000	$0	$0	$0	**$10,000**
CC1102	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
CC1802	$0	$0	$0	$0	$0	$0	$8,268,800	$0	$0	$0	$0	$0	$2,067,200	$0	$0	$0	**$10,336,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	$0	**$2,000**
GR1502	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	**$1,000,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	$0	**$2,000**
GR1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000	$0	$0	$0	$0	$0	**$4,000,000**
GR2003-20	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	**$20,000**
GR2007-20	$0	$0	$0	$0	$0	$0	$1,984,000	$0	$0	$0	$0	$0	$496,000	$0	$0	$0	**$2,480,000**
GR2010-20A1	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	**$10,000**
MO1405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	$0	**$15,000**
MO1719-18A5	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1721-18A5	$0	$54,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	$0	**$60,000**
MO1722	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1723	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$10,000	$0	$0	$0	**$50,000**
MO1904-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$518,000	$0	$2,072,000	$0	**$2,590,000**
MO1905-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,000	$0	$0	$0	**$12,000**
MO2301-20	$336,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$84,000	$0	$0	$0	$0	$0	**$420,000**
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
OT1901-19A5	$243,101	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,775	$0	$0	$0	$0	$0	**$303,876**
SP1401	$0	$0	$0	$0	$0	$0	$425,600	$0	$0	$0	$0	$0	$106,400	$0	$0	$0	**$532,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1413-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$142,200	$0	$568,800	$0	**$711,000**
SP1802-18	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1906-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$265,400	$0	$1,061,600	$0	**$1,327,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$2,400	$0	$0	$0	$0	$0	$600	$0	$0	$0	**$3,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$400	$0	$0	$0	**$2,000**
SUBTOTAL	$579,101	$64,800	$0	$0	$0	$0	$10,789,600	$48,000	$0	$0	$5,145,775	$0	$3,670,000	$0	$3,705,600	$0	$24,002,876
GRAND TOTAL	$35,680,574	$19,748,100	$1,411,200	$5,551,200	$1,286,000	$350,151	$69,761,367	$10,343,881	$20,960,822	$740,993	$24,353,907	$0	$26,703,770	$316,000	$12,632,400	$123,499	$229,963,864

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2020 Funds Programmed	$29,527,899	$4,064,200	$28,800	$1,700,100	$46,000	$350,151	$33,800,164	$5,119,881	$6,579,495	$740,993	$81,957,683	$13,726,627	$14,474,648	$123,499	$5,380,129	**$115,662,586**
2021 Funds Programmed	$799,570	$2,329,600	$1,382,400	$3,851,100	$440,000	$0	$14,192,403	$4,556,800	$14,381,327	$0	$41,933,200	$3,845,103	$8,920,322	$0	$5,476,971	**$60,175,596**
2022 Funds Programmed	$4,774,004	$13,289,500	$0	$0	$800,000	$0	$10,979,200	$619,200	$0	$0	$30,461,904	$1,636,402	$8,881,600	$0	$5,575,557	**$46,555,463**
2023 Funds Programmed	$579,101	$64,800	$0	$0	$0	$0	$10,789,600	$48,000	$0	$0	$11,481,501	$5,145,775	$7,375,600	$0	$5,675,917	**$29,678,793**
Total	**$35,680,574**	**$ 19,748,100**	**$ 1,411,200**	**$ 5,551,200**	**$ 1,286,000**	**$ 350,151**	**$69,761,367**	**$ 10,343,881**	**$ 20,960,822**	**$ 740,993**	**$165,834,288**	**$ 24,353,907**	**$ 39,652,170**	**$ 123,499**	**$22,108,574**	**$252,072,438**

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	$10,127,993	$ 53,386,192	$36,352,872	$40,069,500	$ 26,219,000	**$166,155,557**
Federal Discretionary Funding	$0	$ 20,960,822	$ -	$ -	$ -	**$20,960,822**
Available Operations and Maintenance Funding	$0	$5,380,129	$5,476,971	$5,575,557	$5,675,917	**$22,108,574**
Funds from Other Sources (inc. Local)	$123,499	$13,726,627	$3,845,103	$1,636,402	$5,145,775	**$24,477,406**
Available Suballocated Funding	$27,323,332	$3,124,142	$6,826,962	$6,963,501	$7,102,771	**$51,340,707**
TOTAL AVAILABLE FUNDING	$37,574,824	$96,577,912	$52,501,908	$54,244,960	$44,143,463	**$285,043,066**
Prior Year Funding		$37,574,824	$18,490,149	$10,816,461	$18,505,958	**--**
Programmed State and Federal Funding		($115,662,586)	($60,175,596)	($46,555,463)	($29,678,793)	**($252,072,438)**
TOTAL REMAINING	**$37,574,824**	**$18,490,149**	**$10,816,461**	**$18,505,958**	**$32,970,628**	**$32,970,628**

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

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

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

Advertising

City Utilities Transit receives over $100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

STATE AND FEDERAL

Table H.1 Summary	2020	2021	2022	2023	Total
MoDOT State/Federal Funding	$60,230,000	$42,020,000	$43,902,500	$27,859,000	$174,011,500
BUILD (2019 Springfield Award)	$20,960,822	$0	$0	$0	$0

*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	**$27,323,331.75**	**$853,353.32**	**$0**	**$555,612**	**$2,585,441**
Anticipated Allocation FY2020	*$6,693,099.69*	*$421,887.06*	*$2,717,660*	*$283,845*	*$389,993*
Anticipated Allocation FY2021	*$6,826,961.68*	*$430,324.80*	*$2,772,013*	*$289,521*	*$396,792*
Anticipated Allocation FY2022	*$6,963,500.92*	*$438,931.30*	*$2,827,453*	*$295,312*	*$403,728*
Anticipated Allocation FY2023	*$7,102,770.93*	*$447,709.92*	*$2,861,385*	*$301,218*	*$411,803*
Total Anticipated Allocation	**$27,586,333.22**	**$1,738,853.08**	**$11,178,511**	**$1,169,896**	**$1,602,316**
Programmed through FY2023	**($39,047,262.00)**	**($1,215,847.00)**	**($9,350,178)**	**($1,042,675)**	**($2,552,742)**
Estimated Carryover Balance Through FY 2023	**$15,862,402.97**	**$1,376,359.40**	**$1,828,333**	**$682,833**	**$1,635,015**

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	$380,610.00	$380,610.00	$380,610.00	$380,610.00
Carryover Balance from Prior Year	--	$168,136.00	$525,991.66	$883,437.75
Estimated Operations and Maintenance Expenditures	($22,352.00)	($22,754.34)	($23,163.91)	($23,580.86)
Estimated TIP Project Expenditures	($190,122.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$168,136.00**	**$525,991.66**	**$883,437.75**	**$1,240,466.89**
City of Nixa				
Total Available Revenue	$2,137,719.00	$2,137,719.00	$2,137,719.00	$2,137,719.00
Carryover Balance from Prior Year	--	$1,703,973.64	$3,396,508.94	$5,324,640.36
Estimated Operations and Maintenance Expenditures	($202,241.36)	($205,881.70)	($209,587.58)	($213,360.15)
Estimated TIP Project Expenditures	($231,504.00)	($239,302.00)	$0.00	$0.00
Amount Available for Local Projects	**$1,703,973.64**	**$3,396,508.94**	**$5,324,640.36**	**$7,248,999.21**
City of Ozark				
Total Available Revenue	$1,889,656.00	$1,889,656.00	$1,889,656.00	$1,889,656.00
Carryover Balance from Prior Year	--	$333,604.16	$2,198,116.75	$4,062,176.75
Estimated Operations and Maintenance Expenditures	($24,698.84)	($25,143.41)	($25,596.00)	($26,056.72)
Estimated TIP Project Expenditures	($1,531,353.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$333,604.16**	**$2,198,116.75**	**$4,062,176.75**	**$5,925,776.03**
City of Republic				
Total Available Revenue	$2,033,343.00	$2,033,343.00	$2,033,343.00	$2,033,343.00
Carryover Balance from Prior Year	--	$1,862,516.45	$3,721,958.03	$5,578,269.38
Estimated Operations and Maintenance Expenditures	($170,826.55)	($173,901.42)	($177,031.65)	($180,218.22)
Estimated TIP Project Expenditures	$0.00	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$1,862,516.45**	**$3,721,958.03**	**$5,578,269.38**	**$7,431,394.16**
City of Springfield				
Total Available Revenue	$25,582,262.00	$25,582,262.00	$25,582,262.00	$25,582,262.00
Carryover Balance from Prior Year	--	$18,467,675.28	$35,514,863.08	$55,601,586.86
Estimated Operations and Maintenance Expenditures	($2,575,693.72)	($2,622,056.20)	($2,669,253.22)	($2,717,299.77)
Estimated TIP Project Expenditures	($4,538,893.00)	($5,913,018.00)	($2,826,285.00)	($2,826,285.00)
Amount Available for Local Projects	**$18,467,675.28**	**$35,514,863.08**	**$55,601,586.86**	**$75,640,264.09**

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
Total Available Revenue	$115,568.00	$115,568.00	$115,568.00	$115,568.00
Carryover Balance from Prior Year	--	$63,598.00	$175,398.39	$287,130.96
Estimated Operations and Maintenance Expenditures	($3,701.00)	($3,767.61)	($3,835.43)	($3,904.47)
Estimated TIP Project Expenditures	($48,269.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$63,598.00**	**$175,398.39**	**$287,130.96**	**$398,794.49**
City of Willard				
Total Available Revenue	$484,421.00	$484,421.00	$484,421.00	$484,421.00
Carryover Balance from Prior Year		$381,887.44	$804,746.36	$1,226,497.15
Estimated Operations and Maintenance Expenditures	($60,473.56)	($61,562.08)	($62,670.20)	($63,798.27)
Estimated TIP Project Expenditures	($42,060.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$381,887.44**	**$804,746.36**	**$1,226,497.15**	**$1,647,119.89**
Christian County				
Total Available Revenue	$5,761,618.00	$5,761,618.00	$5,761,618.00	$5,761,618.00
Carryover Balance from Prior Year	--	$5,681,090.80	$11,360,732.11	$17,038,897.84
Estimated Operations and Maintenance Expenditures	($80,527.20)	($81,976.69)	($83,452.27)	($84,954.41)
Estimated TIP Project Expenditures	$0.00	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$5,681,090.80**	**$11,360,732.11**	**$17,038,897.84**	**$22,715,561.43**
Greene County				
Total Available Revenue	$24,496,117.00	$24,496,117.00	$24,496,117.00	$24,496,117.00
Carryover Balance from Prior Year	$1,062,967.00	$17,564,435.81	$41,433,241.35	$64,037,252.28
Estimated Operations and Maintenance Expenditures	($615,237.19)	($626,311.46)	($637,585.07)	($649,061.60)
Estimated TIP Project Expenditures	($7,379,411.00)	($1,000.00)	($1,254,521.00)	($5,001,000.00)
Amount Available for Local Projects	**$17,564,435.81**	**$41,433,241.35**	**$64,037,252.28**	**$82,883,307.68**
City Utilities				
Total Available Revenue	$8,161,500.00	$8,850,500.00	$9,695,500.00	$10,299,500.00
Estimated Operations and Maintenance Expenditures	($5,845,455.00)	($5,962,365.00)	($6,081,612.00)	($6,081,756.00)
Available for TIP Project Expenditures	**$2,316,045.00**	**$2,888,135.00**	**$3,613,888.00**	**$4,217,744.00**
Carryover from Prior Year	--	$2,054,562.00	$4,718,251.00	$7,973,990.00
Estimated TIP Project Expenditures	($261,483.00)	($224,446.00)	($358,149.00)	$0.00
Amount Available for Local Projects	**$2,054,562.00**	**$4,718,251.00**	**$7,973,990.00**	**$12,191,734.00**

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 11/20/2019; ITEM II.D.

2020 Safety Performance Targets

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. Updated Safety Targets are required to be set by the end of February 2020.

Five individual targets comprise the Safety Targets:

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

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2020
Number of Fatalities	859.3
Fatality Rate per 100 Million VMT	1.130
Number of Serious Injuries	4505.4
Serious Injury Rate per 100 Million VMT	5.953
Number of Non-Motorized Fatalities and Serious Injuries	437.4

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

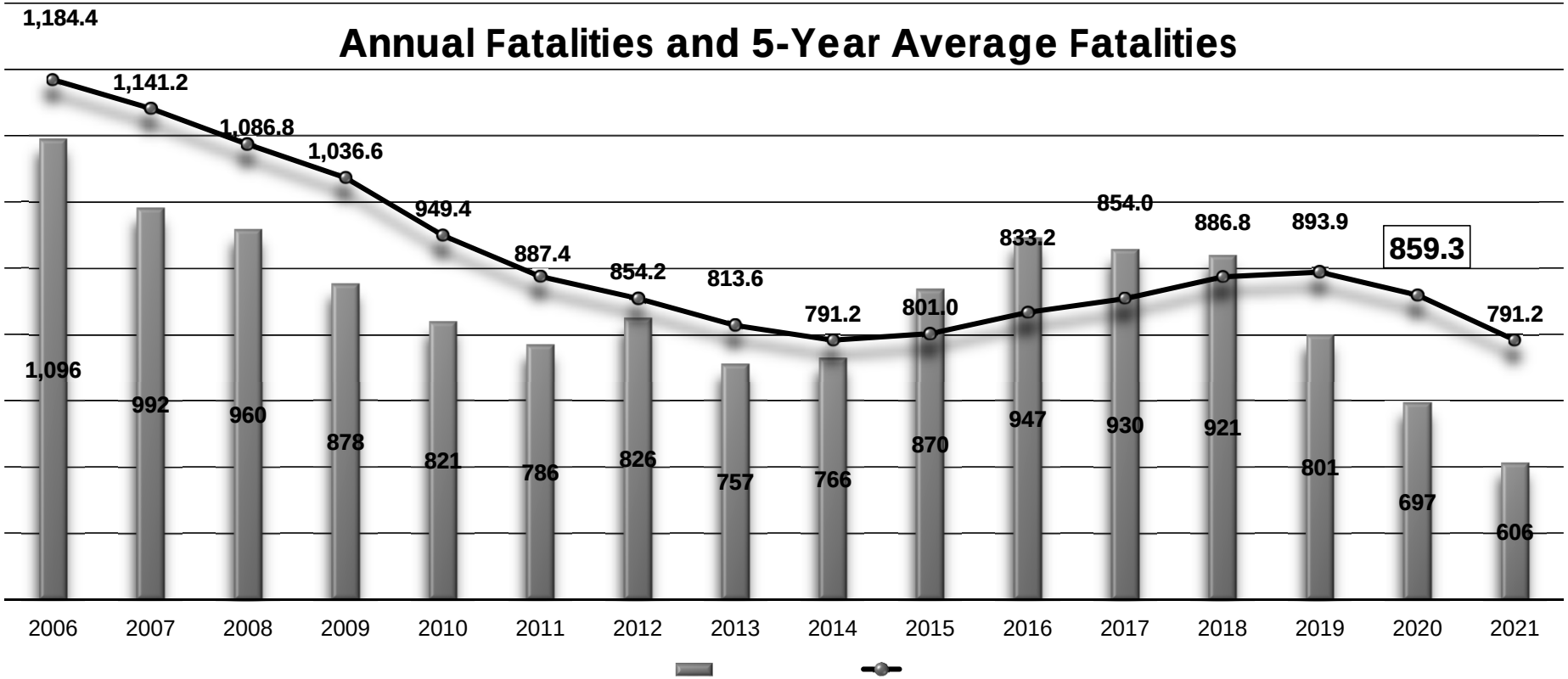
That a member of the Technical Planning Committee makes one of the following motions:

"Move to recommend that the Board of Directors supports the statewide safety targets."

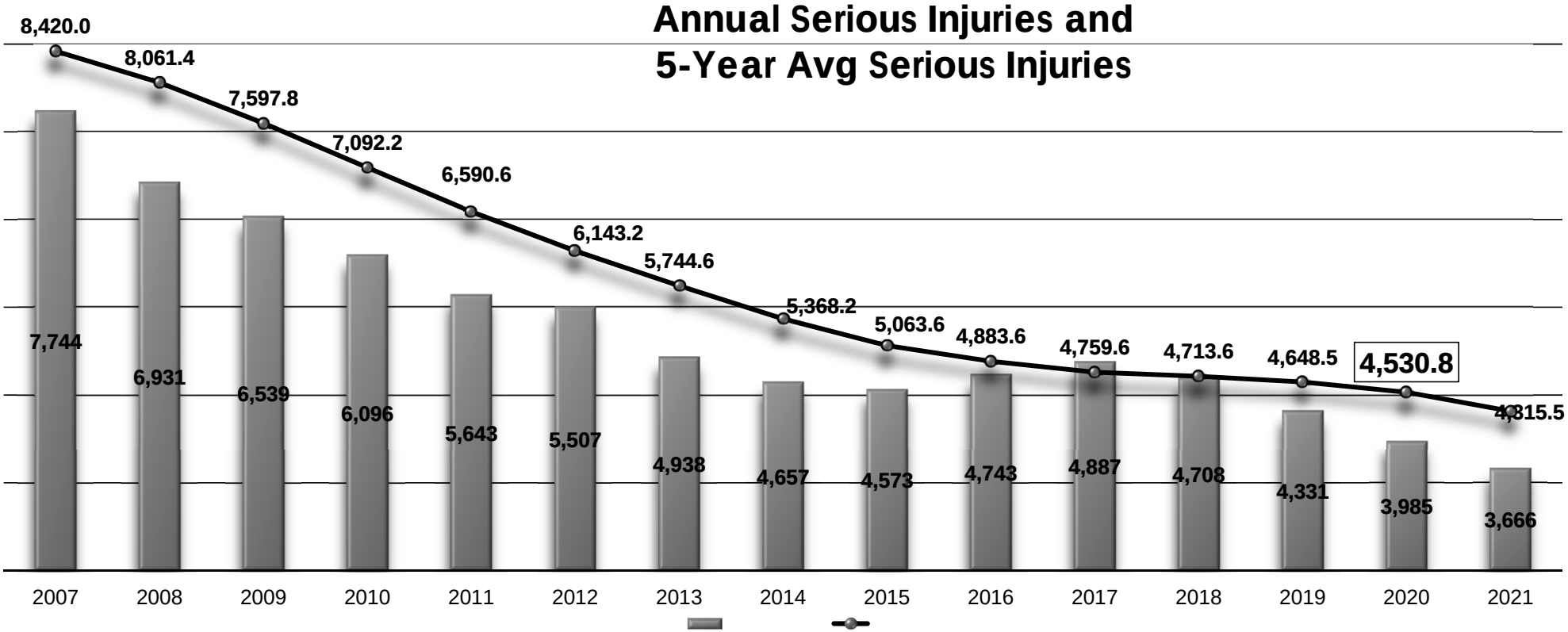
OR

"Move to recommend that the Performance Measures Subcommittee review the safety targets with the following considerations…"

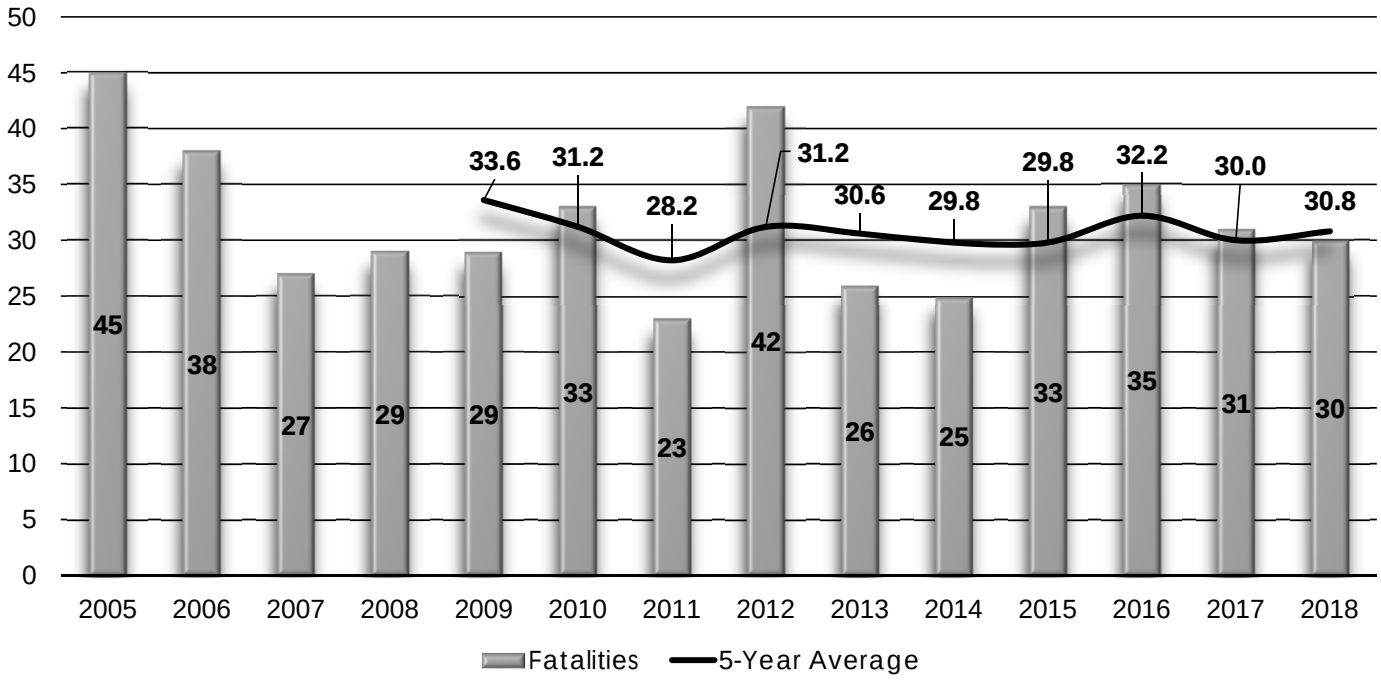
MODOT CURRENT NUMBERS



MODOT CURRENT NUMBERS



OTO'S CURRENT NUMBERS



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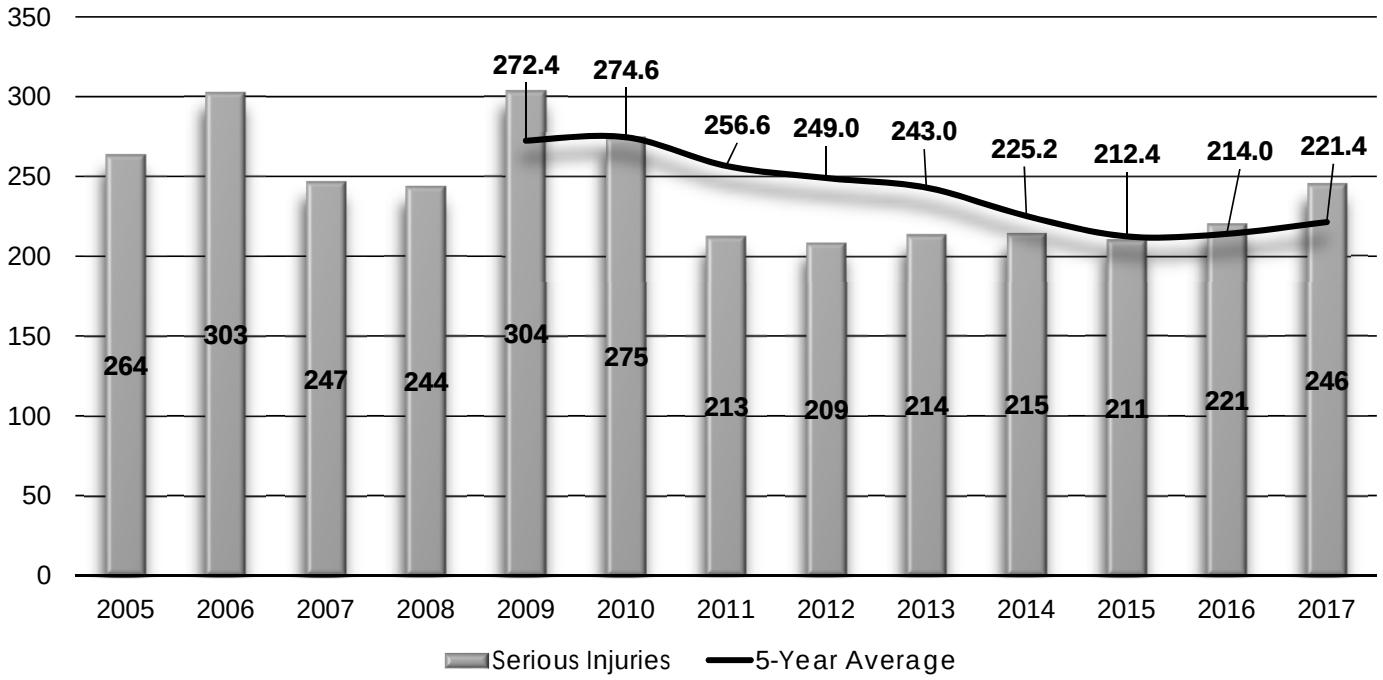
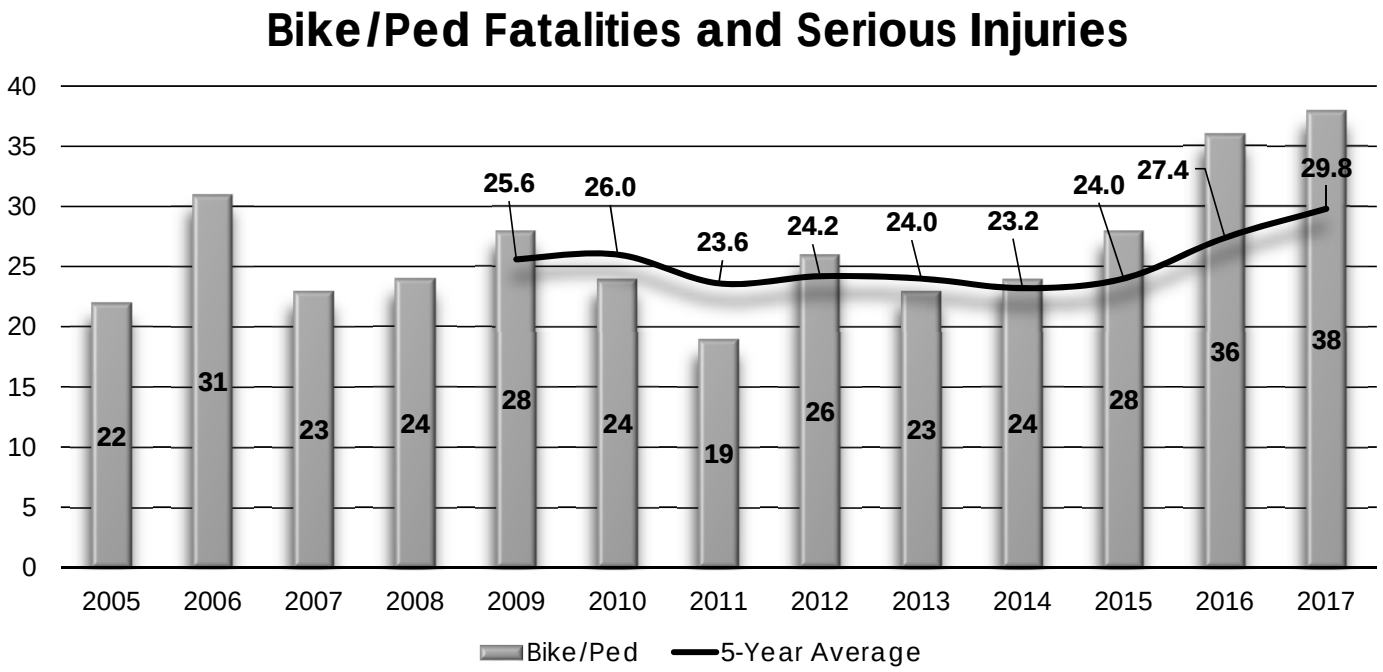


OTO'S CURRENT NUMBERS



MoDOT Statewide Safety Targets

August 2019 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2016-2020:

Performance Measure	**5-Year Rolling Average - Baseline (2014-2018)**	**5-year Rolling Average Statewide Target for CY2020**
Number of Fatalities*	886.8	859.3
Fatality Rate per 100 Million VMT*	1.199	1.130
Number of Serious Injuries*	4704.4	4505.4
Serious Injury Rate per 100 Million VMT^	6.384	5.953
Number of Non-Motorized Fatalities and Serious Injuries^	440.2	437.4

Targets based on 13% fatality reduction, 8% serious injury reduction, 1% VMT increase and 5 % non-motorized reduction

*Performance Measures were set based on crash data available in April 2019 for use in the Highway Safety Plan.

^Performance Measures were set based on crash data available in August 2019 for use in the Highway Safety Improvement Program Annual Report.

Missouri DOT/ FHWA/ NHTSA/ Planning Partner
Annual Safety Target Setting Coordination

January 2019

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

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

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

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2019	MoDOT Safety staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Mar. 11, 2019	MoDOT calculates 2014-2018 data trends for each safety performance measure by statewide and by MPO, as available. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Mar - Apr. 2019	MoDOT solicits target setting feedback from partners by email.
Apr. 8, 2019	MoDOT and MPOs finalize assumptions to use for CY2020 targets during the monthly partner collaboration webinar.
By July 1, 2019	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Aug. 31, 2019	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 11/20/2019; ITEM II.E.

Annual Listing of Obligated Projects (ALOP)

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

> **§ 450.334 Annual listing of obligated projects.**
> (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.
>
> (b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
>
> (c) The listing shall be published or otherwise made available in accordance with the MPO(s) public participation criteria for the TIP.

The Ozarks Transportation Organization Federal Fiscal Year 2019 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Federal Fiscal Year 2019 includes the time period from October 1, 2018 to September 30, 2019.

Please note that this is required to be published by December 30, 2019.

TECHNICAL COMMITTEE ACTION REQUESTED:

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

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

OR

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

FY 2019 Annual Listing of Obligated Projects

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding federal fiscal year, October 1, 2018 through September 30, 2019. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

Annual Listing of Obligated Projects (ALOP)

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

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

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

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

TIP (Transportation Improvement Program)

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

Ozarks Transportation Organization (OTO)

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

The Report

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

PROJECT NO

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

JOB NO

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

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the agency responsible for implementing the project.

TIP NUMBER

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

TIP YEARS

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

PROGRAMMED YEAR

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

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to federal fiscal year 2019.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2019.

PROGRAM CODE

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

TRANSACTION DATE

This is the date that funding was obligated during the 2019 federal fiscal year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2019 federal fiscal year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2019, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2019 federal fiscal year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

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

FY 2019 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S568	N/A	BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES. CROSSING #664 097H ON LE COMPTE RD NEAR BNSF	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	ZS50	6/19/2019	($21,809.62)	$26,930.00	COMPLETE - $0.00
000S589	N/A	GREENE CO, SPRINGFIELD, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #664 118Y (SHERMAN PARKWAY)	GREENE	MODOT	SP1912	2019-2022 A5	2020	$0.00	$46,000.00	ZS50	7/23/2019	$41,214.56	$0.00	$4,785.44
0071044	J7S3377	HENRY CO, MO 7, PAVEMENT PRESERVATION TREATMENT AT VARIOUS LOCATIONS IN BENTON, CHRISTIAN, TANEY, DADE, DALLAS, HENRY, HICKORY, & STONE COUNTIES	CHRISTIAN	MODOT	N/A	N/A	N/A	N/A	N/A	M002	1/7/2019	($24,000.00)	$36,000.00	$0.00
										Z001	1/7/2019	$310,359.31	$1,931,911.41	
00FY017	N/A	FY 2017 STATEWIDE PLANNING AND RESEARCH PROGRAM	VARIOUS	MODOT	N/A	N/A	N/A	N/A	N/A	M45E	3/21/2019	($419,791.63)	$1,751,072.81	N/A
										M550	3/21/2019	($176,769.62)	$1,857,756.49	
										M55E	3/21/2019	($1,122,273.03)	$11,794,504.31	
										M560	3/21/2019	($243,136.27)	$663,419.61	
										M56E	3/21/2019	($585,653.15)	$1,598,008.39	
										M77D	3/21/2019	($429,650.05)	$1,792,195.13	
										Z450	3/21/2019	($1,288,950.15)	$5,376,585.39	
00FY818	N/A	2018 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/ GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M45E	9/16/2019	($228,242.30)	$897,323.00	N/A
00FY820	N/A	2020 OBLIGATION FOR OTO 2020 ANNUAL CPG AGREEMENT	CHRISTIAN/ GREENE	OTO	OT1901	2019-2022 A5	2019, 2020, 2021, 2022	$200,000.00	$662,025.00	18MP	6/26/2019	$558,554.00	$0.00	$103,471.00
										Z230	6/26/2019	$200,000.00	$0.00	
0132078	J8P3042	RT 13, GREENE CO, PAVEMENT IMPROVEMENTS ON VARIOUS SECTIONS OF KANSAS EXPRESSWAY FROM I-44 TO MT VERNON ST IN SPRINGFIELD, 3.16 MI	GREENE	MODOT	SP1417	2014-2017 A1	2014	$799,517.00	$0.00	M0E1	4/23/2018	($76,689.43)	$1,316,463.47	$0.00
										MS4E	4/23/2018	$86,275.62	$86,275.62	
										M001	--	$0.00	$0.00	
										L23E	--	$0.00	$799,517.00	
0132082	J8P3007D	MO 13, GREENE CO, PEDESTRIAN CROSSING SAFETY IMPROVE AT RT 13 (KANSAS EXPRESSWAY)&GRAND ST & RT 160(WEST BYPASS)&LOOP 44(CHESTNUT EXPRESSWAY) .315 MI	GREENE	MODOT	EN1701	2017-2020	2017	$365,600.00	$0.00	M0E1	11/13/2018	$8,264.99	$8,968.11	$0.00
										M24E	11/13/2018	$891.38	$128,000.00	
										MS3E	11/13/2018	$0.01	$229,742.82	
										Z001	11/13/2018	$4,236.42	$7,906.17	
										ZS30	11/13/2018	$95,340.74	$0.00	
0141023	J8P2219	MO 14, CHRISTIAN CO: INTERSECTION IMPROVEMENTS AT THE RT 160 (MASSEY BLVD) & RT 14 (MOUNT VERNON ST) INTERSECTION IN NIXA. .649 MI	CHRISTIAN	MODOT	NX0906	2014-2017, 2015-2018 AM5	2014, 2015, 2015 (AC), 2016 (AC), 2017 (AC), 2018 (AC)	$2,727,001.00	$0.00	M0E1	3/18/2019	$160,757.15	$1,064,832.10	$453,303.92
										M230	3/18/2019	($149,155.47)	$1,197,263.30	
										M001	--	$0.00	$0.00	
										M24E	--	$0.00	$0.00	
0141026	J8P3093	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES AND DRAINAGE FROM WESTMINISTER DR TO ESTES ST AND ADD FIBER OPTIC CONNECTION FROM RT M (NICHOLAS RD) TO RD	CHRISTIAN	MODOT	NX1702	2017-2020, 2018-2021, 2019-2023	2017, 2018, 2019	$6,544,000.00	$0.00	M2E1	9/17/2019	$48,000.00	$0.00	$432,284.86
										Z231	6/27/2019	$380,456.92	$1,148,000.00	
											4/9/2019	$4,535,258.22		
										Z001	--	$0.00	$0.00	
0141027	J8P3096	MO 14, CHRISTIAN CO, SAFETY & CAPACITY IMPROVEMENTS ON JACKSON ST FROM 16TH ST TO .2 MI E OF RT NN IN OZARK	CHRISTIAN	MODOT	OK1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	$456,800.00	$3,213,000.00	Z001	--	$0.00	$0.00	$3,325,405.05
										Z232	8/23/2019	$344,394.95	$0.00	
										Z240	10/12/2017	$0.00	$0.00	
0141028	J8P0588H	MO 14, CHRISTIAN CO, CAPACITY IMPROVEMENTS FROM FORT ST TO RIDGECREST ST IN NIXA	CHRISTIAN	MODOT	NX1701	2017-2022, 2018-2021, 2019-2023	2017, 2018, 2019, 2020	$1,471,200.00	$5,829,600.00	Z001	8/13/2019	$1,496,591.60	$0.00	$5,804,208.40
0141030	J8P3088C	MO 14, CHRISTIAN CO; INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	$623,000.00	$2,812,200.00	Z240	1/22/2019	$14,242.33	$1,235,644.03	$760,460.36
											11/27/2018	$79,669.43		
										M23E	11/27/2018	$65,659.82	$1,279,524.03	
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022	2018, 2019, 2020	$16,000.00	$2,197,600.00	Z001	8/23/2019	$60,000.00	$268,190.64	$1,885,409.36
0141033	J8P3115	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM TIFFANY BLVD NEAR NIXA TO 32NS RD IN OZARK, FROM MCCRACKEN RD TO HARTLEY ST IN OZARK, & FROM 6TH AVE	CHRISTIAN	MODOT	NX1901	2019-2022	2019, 2020	$1,600.00	$456,800.00	Z001	1/7/2019	$14,400.00	$0.00	$444,000.00
0441101	J8S3110	LP 44, GREENE CO, BRIDGE REHABILITATION ON CHESTNUT EXPRESSWAY OVER JORDAN CREEK & BNSF RAILROAD	GREENE	MODOT	SP1803	2018-2021, 2019-2022	2018, 2019	$1,076,000.00	$0.00	Z001	5/22/2019	($101,798.77)	$96,800.00	$0.00
											3/4/2019	$1,180,089.79		
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	GREENE	MODOT	SP1112	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	$3,357,227.00	$0.00	L010	--	$0.00	$0.00	$402,682.26
										HY10	--	$0.00	$166,134.42	
										ZS30	8/23/2019	$16,287.50	$58,260.00	
										M230	8/23/2019	$19,839.26	$1,110,295.00	
										Z001	8/23/2019	$1,526,312.12	$57,416.44	
0442257	J8P3023	LP 44, GREENE CO, SAFETY IMPROVE ON VARIOUS SECTIONS OF GLENSTONE AVE FROM I-44 TO BATTLEFIELD RD. 6.419 MI	GREENE	MODOT	MO1604	2015-2018 A5	2015, 2016	$766,800.00	$0.00	MS30	--	$0.00	$0.00	COMPLETE - $0.00
										ZS31	--	$0.00	$677,347.92	

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0442280	J0I3002O	IS 44, GREENE CO; JOC FOR PVMT REPAIR IN THE OTO AREA	GREENE	MODOT	MO1606	2015-2018 A5	2016	$194,400.00	$0.00	M0E1	--	$0.00	$0.00	$154,161.44
										Z001	11/16/2018	($23,772.58)	$64,011.14	
0442286	J8I3047	IS 44, GREENE CO; PVMT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM 0.5 MI E/O RTE 125 IN STRAFFORD TO THE WEBSTER CO LINE	GREENE	MODOT	GR1602	2015-2018 A5, 2017-2020	2016, 2017	$347,400.00	$0.00	Z001	--	$0.00	$313,275.97	COMPLETE - $0.00
0442291	J8I3055	IS 44, GREENE CO; SAFETY IMPROVE ON FREEWAY RAMPS FROM RT 160 (WEST BYPASS) TO RT H/LOOP 44 (GLADSTONE AVE)	GREENE	MODOT	MO1618	2015-2018 A8, 2017-2020	2016, 2017	$1,949,400.00	$0.00	ZS30	3/4/2019	$103,385.44	$0.00	COMPLETE - $0.00
										MS3E	--	$0.00	$1,806,637.20	
0442296	J8I3109	IS 44, GREENE CO, REHABILITATE BRIDGES OVER RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP1806	2018-2021	2018	$851,400.00	$0.00	Z001	8/23/2019	$23,207.27	$784,136.97	$44,055.76
0442299	J8I3136	IS 44, GREENE CO; JOC FOR BR REPAIR FROM E/O RT 360 TO 2 MI E/O RT 125, RT 65 FROM I-44 TO RT 60, RT 360 FROM E/O I-44 TO RT 60, RT 60 FROM RT 360 TO RT 65	GREENE	MODOT	MO1807	2018-2021	2018	$103,500.00	$0.00	Z001	8/13/2019	$150,235.56	$0.00	$0.00
0442308	J8I3120	IS 44, GREENE CO, PAVEMENT IMPROVEMENTS FROM EAST OF RT 360 TO .6 MI W OF RT 266	GREENE	MODOT	SP1805	2018-2021, 2019-2022 AM4	2018, 2019, 2020	$24,300.00	$1,467,000.00	Z001	9/11/2019	$1,323,175.75	$26,100.00	$142,024.25
										ZS30	9/11/2019	$0.00	$0.00	
0442319	J8S3155	LP 44, GREENE CO; REBUILD PVMT ON CHESTNUT EXPRESSWAY FROM I-44 TO E/O BROADWAY PLACE	GREENE	MODOT	GR1906	2019-2022	2019, 2020, 2021	$1,600.00	$1,254,400.00	Z001	4/19/2019	$79,200.00	$0.00	$1,176,800.00
0442320	J8I3147	LP 44, GREENE CO; REBUILD PVMT ON CHESTNUT EXPRESSWAY FROM I-44 TO E/O BROADWAY PLACE	GREENE	MODOT	GR1905	2019-2022	2019, 2020, 2021	$22,500.00	$2,889,000.00	Z001	5/13/2019	$251,100.00	$0.00	$2,660,400.00
0602084	J8P0683D	US 60, GREENE CO. INTERCHANGE IMPROVEMENTS AT RTES NN AND J. 3.50 MI	GREENE	MODOT	GR0909, GR1010	2010-2013 (GR1010), 2011-2014 (GR1010), 2012-2015 (GR1010), 2013-2016 (GR0909/GR1010),	2010, 2011, 2012, 2013, 2014, 2015, 2015 (AC)	$10,302,000.00	$0.00	MS31	7/9/2019	($151.08)	$687,416.49	COMPLETE - $0.00
										M001	--	$0.00	$2,425,738.46	
										MS30	7/9/2019	($597.06)	$3,595,047.22	
										MS3E	--	$0.00	$20,908.35	
										MSE1	--	$0.00	$197,776.50	
										M0E1	7/9/2019	($609.84)	$3,811,294.45	
										Z001	7/9/2019	($42.83)	$138,215.02	
0602092	J8P3094	US 60, GREENE CO, GUARDRAIL IMPROVEMENTS ON JAMES RIVER FREEWAY FROM .3 MI S OF I-44 TO RT 65. 10.609 MI	GREENE	MODOT	SP1712	2017-2020	2017	$1,339,200.00	$0.00	Z001	11/13/2018	($70,391.74)	$451,922.98	COMPLETE - $0.00
										ZS30	11/13/2018	($26,323.12)	$1,087,845.00	
0602093	J8P0683E	US 60, GREENE CO, INTERCHANGE IMPROVE AT RT 125 & OUTER ROADS FROM FARM RD 213 TO FARM RD 247 IN ROGERSVILLE	GREENE	MODOT	RG0901	2015-2018 AM5, 2018-2021 A1, 2019-2022	2015, 2016, 2017, 2018, 2019, 2021, 2022	$80,000.00	$12,224,000.00	Z001	7/28/2018	$8,146.40	$278,400.00	$11,951,630.40
											12/15/2017	$65,823.20		
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020	$166,400.00	$40,000.00	Z001	3/27/2019	$98,417.42	$249,524.11	$0.00
0602096	J8P3056	US 60, GREENE CO; SAFETY IMPROVE AT VARIOUS INTERSECTIONS ON RTES 413/60 FROM RTE 174 IN REPUBLIC TO 0.5 MI W/O RTE 160 (W BYPASS) IN SPRINGFIELD	GREENE	MODOT	MO1617	2015-2018 A8, 2017-2020	2016, 2017	$3,283,200.00	$0.00	ZS30	3/6/2019	($70,815.85)	$1,879,264.62	$785,169.68
										ZS31	3/6/2019	($27,184.89)	$712,089.75	
										Z240	--	$0.00	$4,676.69	
0602097	J8P3126	US 60, GREENE CO, SOUND ABATEMENT AT VARIOUS LOCATIONS BETWEEN FREMONT RD & BUS 65 (GLENSTONE AVE) IN SPRINGFIELD	GREENE	MODOT	SP1810	2018-2021	2018	$1,742,400.00	$0.00	Z001	3/6/2019	($6,166.42)	$885,262.40	COMPLETE - $0.00
0602109	J8P3032B	GREENE CO, US 60, ADD LANES ON JAMES RIVER FREEWAY, IMPROVE RAMPS FROM NATIONAL AVE TO RT 65, & RECONFIGURE INTERCHANGE AT BUS 65 (GLENSTONE AVE)	GREENE	MODOT	SP1907	2019-2022	2019, 2020	$1,120,000.00	$17,860,800.00	Z001	9/17/2019	$218,559.90	$0.00	$17,610,240.10
										Z001	10/25/2018	$1,152,000.00	$0.00	
0602110	J8P3122B	GREENE CO, US 60, PAVEMENT RESURFACING FROM HIGHLAND SPRINGS BLVD E OF SPRINGFIELD TO RT 125 IN ROGERSVILLE	GREENE	MODOT	GR1907	2019-2022	2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC)	$4,000.00	$1,694,400.00	Z002	1/7/2019	$28,000.00	$0.00	$1,670,400.00
0602111	J8S3159B	GREENE CO, US 60, REALIGNMENT OF THROUGH LANES & ADD TURN LANES AT RT 174 IN REPUBLIC	GREENE	MODOT	RP1901	2019-2022 A5	2019, 2020	$120,000.00	$1,356,800.00	Z001	5/13/2019	$194,400.00	$0.00	$1,282,400.00
0651056	J8P2356	US65, CHRISTIAN CO; INTERCHANGE IMPROVEMENTS AT RTES, CC & J IN OZARK; 1.97 MI	CHRISTIAN	MODOT	CC1110	2011-2014, 2012-2015, 2013-2016, 2014-2017, 2015-2018	2011, 2012, 2013, 2014, 2015, 2015 (AC)	$6,193,356.00	$0.00	M0E1	1/30/2019	($32,131.57)	$3,944,746.27	$0.00
										M001	--	$0.00	$6,500.00	
										Z001	--	$0.00	$7,768.03	
										M230	--	$0.00	$2,072,000.00	
										L23E	--	$0.00	$228,000.00	
0651072	J8P3101	BU 65, CHRISTIAN CO, SAFETY & CAPACITY IMPROVE ON S ST FROM 19TH ST TO RT 14(3RD ST) IN OZARK	CHRISTIAN	MODOT	OK1702	2017-2020, 2018-2021	2017, 2018, 2019	$3,340,800.00	$0.00	Z240	6/27/2019	$4,386.23	$3,030,336.17	$327,318.26
											1/22/2019	$37,575.80		
											11/30/2018	($482,878.32)		
										MS30	11/30/2018	($85,600.73)	$509,662.59	

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0652081	J8P0605G	US 65, GREENE COUNTY. VARIOUS ROADWAY IMPROVEMENTS FROM RTE. 60 TO 0.7 MI S. OF EVANS RD. 2.79 MI	GREENE	MODOT	SP1410	2014-2017	2014, 2015, 2016 (AC), 2017 (AC)	$7,693,600.00	$0.00	M0E1	4/19/2019	$71,869.19	$8,851,858.39	COMPLETE - $0.00
										MS30	4/19/2019	$13,993.25	$1,089,192.26	
										M001	--	$0.00	$0.00	
0652094	J8P2158	US 65, GREENE CO, BRIDGE IMPROVEMENTS ON NORTHBOUND BRIDGE OVER LAKE SPRINGFIELD .6 MI S OF RT 60. .16 MI	GREENE	MODOT	SP1018	2011-2014, 2012-2015, 2013-2016, 2014-2017	2011, 2012, 2013, 2014, 2015, 2015, 2016	$5,134,400.00	$0.00	M0E1	1/17/2019	($686,137.05)	$4,786,227.58	$1,034,309.47
										M001	--	$0.00	$0.00	
0652100	J8P3081	US 65, GREENE CO, PAVE IMPROVE FROM BUS 65(CHESTNUT EXPRESSWAY) TO S OF BENNETT ST 1.553 MI	GREENE	MODOT	SP1706	2017-2020	2017	$3,871,200.00	$0.00	Z001	--	$0.00	$52,250.00	$1,410,758.32
										Z002	1/16/2019	($415.28)	$2,408,606.96	
										M0E1	1/16/2019	($6,400.00)	$6,400.00	
0652102	J8P3079B	US 65, GREENE CO, UPGRADE GUARDRAIL FROM .3 MI N OF RT D(SUNSHINE ST) TO RT 60	GREENE	MODOT	SP1704	2017-2020, 2018-2021 AM1	2017, 2018, 2019	$564,800.00	$0.00	Z001	7/31/2019	$215,690.78	$0.00	$349,109.22
										ZS30	3/27/2019	$0.00	$0.00	
0652103	J8P3080	US 65, GREENE CO, REBUILD PAVEMENT FROM .5 MI S OF RT D (SUNSHINE ST) TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	SP1705	2017-2020, 2018-2021 AM1	2017, 2018, 2019	$564,800.00	$0.00	Z001	4/9/209	($1,771,928.41)	$0.00	$0.00
											1/10/2019	$7,092,125.79		
0652107	J8S3117	GREENE CO, BU 65, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BNSF RAILWAY S OF CHESTNUT EXPRESSWAY TO BATTLEFIELD RD IN SPRINGFIELD	GREENE	MODOT	SP1904	2019-2022	2019, 2020, 2021	$1,600.00	$1,031,200.00	Z001	11/13/2018	$19,200.00	$0.00	$1,013,600.00
0652108	J8S3112	GREENE CO, BU 65, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BATTLEFIELD RD TO RT 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD	GREENE	MODOT	SP1903	2019-2022	2019, 2020, 2021	$1,600.00	$644,800.00	Z001	11/13/2018	$12,800.00	$0.00	$633,600.00
0652109	J8P3069B	US 65, GREENE CO; ADD SAFETY SIGNAGE FOR WRONG-WAY COUNTERMEASURES AT VARIOUS RAMP LOCATIONS FROM 0.8 MI N/O I-44 TO RT F, ON RT 60 FROM RT 125 TO WC	GREENE	MODOT	MO2002-20	2020-2023	2020	$0.00	$775,800.00	ZS30	9/11/2019	$147,740.18	$0.00	$628,059.82
1601059	J8P3051C	US 160, GREENE CO, PAVEMENT IMPROVEMENTS FROM N OF PLAINVIEW RD TO .4 MI N OF FINLEY CREEK	CHRISTIAN/ GREENE	MODOT	NX1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	$3,702,400.00	$0.00	Z001	6/27/2019	($210,706.50)	$0.00	$1,088,076.53
											3/28/2019	$1,827,963.57		
										ZS30	6/27/2019	($99,722.68)	$0.00	
											3/28/2019	$1,096,789.08		
1601062	J8P3033	US 160, GREENE CO, CAPACITY IMPROVE FROM PLAINVIEW RD IN SPRINGFIELD TO SOUTH OF SOUTH ST IN NIXA	GREENE	MODOT	NX1704	2017-2020	2017, 2018, 2019, 2020, 2021, 2022, 2023	$4,800.00	$6,400.00	Z001	3/4/2019	$3,395.24	$113,277.39	$0.00
1601063	J8P3088B	US 160, CHRISTIAN CO, INTERSECTION IMPROVEMENTS ON MASSEY BLVD AT TRACKER RD & NORTHVIEW RD IN NIXA	CHRISTIAN	MODOT	NX1801-17A2	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	$1,900,800.00	$0.00	M2E1	8/1/2019	$15,515.20	$98,751.56	$0.00
											3/27/2019	($10,431.19)		
											3/7/209	$10,646.28		
										Z001	8/1/2019	$153,011.82	$162,469.64	
											3/27/2019	$469,207.02		
											3/4/2019	$10,433.72		
										Z230	8/1/2019	$161,792.27	$18,778.80	
											3/27/2019	$641,793.86		
										ZS30	8/1/2019	$42,065.98	$0.00	
											3/27/2019	$154,430.91		
1601064	J8P3051D	US 160, CHRISTIAN CO, PAVEMENT IMPROVEMENTS FROM RT 14 IN NIXA TO .4 MI N OF FINLEY CREEK	CHRISTIAN	MODOT	CC1801	2018-2021, 2019-2022	2018, 2019	$899,200.00	$0.00	MS3E	1/7/2019	$44,584.60	$266,074.00	$33,620.12
										Z001	1/7/2019	($167,218.67)	$722,139.95	
1601065	J8P3051B	US 160, GREENE CO; PVMT IMPROVEMENTS ON VARIOUS SECTIONS FROM RTE 60 (JAMES RIVER FRWY) TO N/O PLAINVIEW RD	GREENE	MODOT	SP1701	2017-2020, 2018-2021	2017, 2018	$316,800.00	$0.00	Z001	6/13/2019	$4,138.70	$219,278.51	$60,518.20
										ZS30	--	$0.00	$32,864.59	
1601067	J8P3091B	US 160, GREENE CO, SAFETY IMPROVEMENTS AT CO RD 157 & CO RD 192	GREENE	MODOT	SP1807	2018-2021, 2019-2022 A1	2018, 2019	$2,257,200.00	$0.00	ZS30	6/27/2019	($97,838.78)	$383,393.18	$104,365.38
											3/27/2019	$1,867,280.22		
1601070	J8P3051E	CHRISTIAN CO, US 160, PAVEMENT RESURFACING FROM RT 14 TO SOUTH OF SOUTH ST IN NIXA	CHRISTIAN	MODOT	NX1902	2019-2022	2019, 2020	$6,400.00	$71,200.00	Z001	10/25/2018	$8,000.00	$0.00	$69,600.00
1601071	J8P3087B	CHRISTIAN CO, US 160, ADD TURN LANES & SIDEWALKS ON MASSEY BLVD AT SOUTH STREET IN NIXA	CHRISTIAN	MODOT	NX1803	2018-2021 A2, 2019-2022	2018, 2019, 2020	$160,000.00	$1,008,000.00	Z001	5/13/2019	$50,000.00	$262,400.00	$805,600.00
										Z230	5/13/2019	$50,000.00	$0.00	
2661014	J8S3106	MO 266, GREENE CO; PVMT IMPROVE ON RT 266 FROM FARM RD 97 TO E/O RT AB & ON RT O FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1802	2018-2021	2018	$84,000.00	$0.00	Z240	2/25/2019	$16,918.91	$95,868.26	COMPLETE - $0.00
3601004	J8P3102	MO 360, GREENE CO, PAVE & OPERATIONAL IMPROVE ON RAMPS AT VARIOUS LOCATIONS ON RT 60(JAMES RIVER FREEWAY)FROM .2 MI W OF RT MM TO RT 65. 12.477 MI	GREENE	MODOT	SP1702	2017-2020	2017	$3,353,600.00	$0.00	Z001	5/14/2019	$149,642.37	$1,726,459.35	$1,072,884.98
										ZS30	5/14/2019	$29,603.84	$375,009.46	

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3601005	J8P3067C	GREENE CO, MO 360, BRIDGE REHABILITATION AT VARIOUS LOCATION SON & OVER JAMES RIVER FREEWAY IN SPRINGFIELD	GREENE	MODOT	SP2010-20	2020-2023	2020	$0.00	$2,373,600.00	Z001	9/17/2019	$1,591,896.40	$0.00	$781,703.60
										ZS30	9/17/2019	$0.00	$0.00	
4131007	J8S3114	MO 413, GREENE CO, PAVE IMPROVE FROM RT 360 TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1809	2018-2021, 2019-2022 AM4	2018, 2019, 2020	$21,600.00	$1,449,600.00	Z001	8/12/2019	$1,254,211.20	$32,800.00	$184,188.80
										ZS30	8/12/2019	$0.00	$0.00	
4131008	J8S3159	GREENE CO, MO 413, SCOPING FOR ROADWAY & OPERATIONAL IMPROVE ON WEST SUNSHINE ST FROM RT 160 (WEST BYPASS) IN SPRINGFIELD TO HINES ST IN REPUBLIC	GREENE	MODOT	SP1909	2019-2022 A2	2019, 2020, 2021, 2022	$200,000.00	$43,200.00	Z001	3/27/2019	$240,000.00	$0.00	$3,200.00
4131009	J8S3157	GREENE CO, MO 413, BRIDGE IMPROVEMENT ON SUNSHINE ST OVER MISSOURI & NORTHERN ARKANSAS RAILROAD IN SPRINGFIELD	GREENE	MODOT	SP1908-19A2	2019-2022 A2	2019, 2020, 2021, 2022	$8,000.00	$3,093,600.00	Z001	9/17/2019	$261,600.00	$0.00	$2,840,000.00
5901806	N/A	SPRINGFIELD-GREENE COUNTY PARK BOARD COMMISSION, MISSING CONNECTIONS ON SOUTH DRY SAC TRAIL BETWEEN FULBRIGHT & DAVID C MURRAY PARK	GREENE	SPRINGFIELD-GREENE COUNTY PARK BOARD	EN1507	2018-2018 A3, 2015-2018 AM6, 2017-2020 A1	2017	$192,680.00	$0.00	M301	--	$0.00	$13,777.40	COMPLETE - $0.00
										Z301	--	$0.00	$178,902.60	
5901807	N/A	CITY OF SPRINGFIELD, REPLACE THE EXISTING MT VERNON ST BRIDGE OVER JORDAN CREEK, BRIDGE #4075041	GREENE	SPRINGFIELD	SP1605	2017-2020 AM1, 2018-2021	2019	$1,001,069.00	$0.00	Z240	2/19/2019	$18,164.00	$37,936.80	$0.00
											12/12/2018	$944,968.20		
5901810	N/A	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED	GREENE	SPRINGFIELD	SP1902	2018-2021 A4, 2019-2022	2019, 2020	$80,000.00	$1,120,000.00	M230	3/18/2019	$80,000.00	$0.00	$1,120,000.00
5903802	N/A	CITY OF SPRINGFIELD, STREETSCAPE INCLUDING SIDEWALKS, LIGHTING, & LANDSCAPING IMPROVE BETWEEN WASHINGTON & BENTON	GREENE	SPRINGFIELD	EN1305	2015-2018 A7	2016	$680,000.00	$0.00	L22E	--	$0.00	$220,413.00	COMPLETE - $0.00
										L23E	--	$0.00	$459,587.00	
5909802	N/A	GREENE CO; FINAL DESIGN & ENVIRONMENTAL WORK FOR THE EXTENSION OF KASAS EXP FROM REPUBLIC RD TO THE FUTURE E/W ARTERIAL	GREENE	GREENE	GR1501	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022	2016, 2017, 2018, 2019	$2,400,000.00	$16,000.00	Z230	12/12/2018	$1,448,152.50		$0.00
											11/29/2019	$180,118.70		
										L23R	--	$0.00	$59,968.80	
										HY10	--	$0.00	$273,751.00	
										LY10	--	$0.00	$1,166,089.00	
										M230	--	$0.00	$720,072.50	
5911802	N/A	SPRINGFIELD, GREENE CO; STREETSCAPE IMPROVE ON GRANT AVE BETWEEN WALNUT & OLIVE & ON COLLEGE W/O GRANT ST	GREENE	SPRINGFIELD	EN1508	2015-2018 A3, 2017-2020	2017	$250,000.00	$0.00	M301	--	$0.00	$0.00	COMPLETE - $0.00
										M3E1	--	$0.00	$0.00	
										Z301	--	$0.00	$250,000.00	
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701	2017-2020 AM1, 2018-2021, 2019-2022 AM3	2017, 2018, 2019	$1,059,980.00	$0.00	M23E	--	$0.00	$152,509.91	$110,084.00
										L23R	--	$0.00	$140,000.00	
										Z230	4/1/2019	$657,386.09	$0.00	
5944804	N/A	CITY OF WILLARD, NEW SIDEWALK STARTING S OF US 160, ON THE E SIDE OF HUNT RD, ENDING AT THE MILLER FARM PARK N OF FARM RD 94	GREENE	WILLARD	EN1903	2019-2022 A2	2019, 2020	$52,000.00	$155,439.00	Z302	5/6/2019	$28,000.00	$0.00	$179,439.00
6900809	N/A	CITY OF REPUBLIC; RTE 174 TRAIL PROJECT	GREENE	REPUBLIC	EN1506	2015-2018 A3, 2017-2020 AM2	2015, 2017	$250,000.00	$0.00	M301	--	$0.00	$56,490.51	COMPLETE - $0.00
										Z301	--	$0.00	$193,509.49	
7441013	J8P3007B	MO 744, GREENE CO, ADA TRANSITION PLAN IMPROVE ON E KEARNEY ST FROM LOOP 44(GLENSTONE AVE) TO RT 65. 1.947 MI	GREENE	MODOT	EN1702	2017-2020	2017	$555,200.00	$0.00	M0E1	--	$0.00	$6,400.00	COMPLETE - $0.00
										M24E	--	$0.00	$212,000.00	
										Z001	--	$0.00	$102,207.05	
7441014	J8P3007C	MO 744, GREENE CO, ADA TRANSITION PLAN IMPROVE ON W KEARNEY ST FROM RT 160 (WEST BYPASS) TO RT 13 (KANSAS EXPRESSWAY) 2.001 MI	GREENE	MODOT	EN1703	2017-2020	2017	$220,000.00	$0.00	M24E	11/2/2018	$35,284.04	$143,706.18	COMPLETE - $0.00
										M0E1	--	$0.00	$6,078.55	
7441015	J8S3151	GREENE CO, MO 744, BRIDGE DECK SEALING ON MULROY RD OVER I-44	GREENE	MODOT	GR1908	2019-2022	2019, 2020, 2021	$6,400.00	$239,200.00	Z001	4/15/2019	$9,600.00	$0.00	$245,600.00
9900854	N/A	CITY OF NIXA -- HIGHWAY CC EXTENSION	CHRISTIAN	NIXA	NX0603	2008-2011	2008	$228,480.00	$0.00	L230	2/7/2019	($233,631.58)	$233,631.58	WITHDRAWAL - $0.00
9900855	N/A	CITY OF OZARK--OZARK TRANSPORTATION PROJECT ASSESSMENT & PRIORITIZATION	CHRISTIAN	OZARK	OK0810	2008-2011	2008	$20,000.00	$0.00	L230	--	$0.00	$14,331.69	COMPLETE - $0.00
9900858	N/A	CITY OF NIXA -- ROUTE 14 & GREGG ROAD	CHRISTIAN	NIXA	NX0804	2008-2011 A	2008	$117,588.00	$0.00	H230	--	$0.00	$38,029.66	COMPLETE - $0.00
9900859	N/A	CITY OF NIXA -- MAIN ST FROM TRACKER RD TO ROUTE CC; STREET WIDENING, GRADING & STORM SEWER IMPROVEMENTS	CHRISTIAN	NIXA	NX0803	2008-2011 A	2008	$54,240.00	$0.00	H230	2/7/2019	($46,654.94)	$46,654.94	WITHDRAWAL - $0.00

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9900860	N/A	ARRA CHRISTIAN COUNTY SCOPING & DESIGN FOR SAFETY AND CAPACITY IMPROVEMENTS ON RT CC FROM RT NN/PHEASANT RD TO MAIN ST	CHRISTIAN	MODOT	CC0901	2010-2013, 2011-2014	2010, 2011, 2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022	$1,228,000.00	$24,000.00	L230	--	$0.00	$205,706.70	COMPLETE - $0.00
										C230	--	$0.00	$900,000.00	
9901811	N/A	CITY OF OZARK, CHRISTIAN CO, SIDEWALK CONNECTING NEIL GRUBAUGH PARK TO FINLEY RIVER PARK	CHRISTIAN	OZARK	EN1503	2015-2018 A3, 2017-2020 A1	2015, 2017	$122,966.00	$0.00	M3E1	1/7/2019	($0.02)	$98,762.74	COMPLETE - $0.00
										M301	--	$0.00	$18,441.18	
9901813	N/A	CITY OF OZARK, CHRISTIAN CO, MULTIPLE SIDEWALK CONNECTIONS IN MCGUFFEY PARK SUBDIVISION TO SERVE OZARK UPPPER ELEMENTARY SCHOOL	CHRISTIAN	OZARK	EN1505	2015-2018 A3, 2017-2020 A1	2015, 2017	$40,034.00	$0.00	M301	1/7/2019	$29,219.25	$10,814.75	COMPLETE - $0.00
9901818	N/A	CITY OF NIXA, SIDEWALK CONNECTION ALONG RT M/NICHOLAS RD BETWEEN MO 14 & VERNA LN, INCLUDING A SMALL SEGMENT ALONG VERNA LANE	CHRISTIAN	NIXA	EN1905	2019-2022 A3	2019, 2020	$377,614.00	$0.00	M23E	6/14/2019	$27,326.74	$0.00	$350,287.26
9901820	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT RD FROM MO 14 TO THE OTC RICHWOOD VALLEY TRAIL WEST OF FREMONT	CHRISTIAN	OZARK	EN1906	2019-2022 A3	2019, 2020	$205,560.00	$0.00	M23E	6/14/2019	$17,531.92	$0.00	$188,028.08
B022009	N/A	CHRISTIAN COUNTY--BRIDGE REPLACEMENT ON RIVERSIDE ROAD OVER FINLEY RIVER	CHRISTIAN	OZARK	OK1802	2017-2020 A5, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	$260,275.00	$2,014,643.00	Z233	9/1/2019	$1,500,176.79	$227,270.27	$0.00
											11/2/2018	$50,000.00		
										Z230	9/1/2019	$800,000.00		
										L11E	--	$0.00	$76,534.17	
B039036	N/A	GREENE CO, REPLACE EXISTING BRIDGE & APPROACHES ON FARM RD 167 OVER FARMERS BRANCH	GREENE	GREENE	GR1601	2017-2020, 2018-2021 A2	2018	$320,000.00	$0.00	Z233	1/24/2019	$3,291.15	$363,865.00	$0.00
ES08009	N/A	ARRA CITY OF NIXA DESIGN OF INTERSECTION STATE RTE 14 AND US HWY 160	CHRISTIAN	MODOT	NX0905	2009-2012 A6	2009	$119,913.00	$0.00	C230	--	$0.00	$119,913.00	COMPLETE - $0.00
H32G503	N/A	GREENE CO. SCHOOL GUARD CROSSING TRAINING & EQUIPMENT. SRTS	MODOT	VARIOUS	EN1308	2013-2016 A4	2013	$74,990.00	$0.00	LU1E	6/19/2019	($23,773.07)	$25,000.00	WITHDRAWAL - $0.00
NBI9781	N/A	VARIOUS, VARIOUS, 2019 CONTRACT FRACTURE CRITICAL INSPECTIONS FOR CHRISTIAN, COOPER, PETTIS, FRANKLIN, PULASKI, RAY, CLAY, SALINE & CALLWAY COUNITES	VARIOUS	MODOT	MO1905	2019-2022	N/A	$0.00	$0.00	Z240	6/27/2019	$20,624.32	$0.00	$0.00
											6/19/2019	$204,208.06		
											5/14/2019	$36,111.40		
NBI9782	N/A	VARIOUS, VARIOUS; 2019 CONTRACT UNDERWATER INSPECTIONS ON FEDERAL AID ROUTES	VARIOUS	MODOT	MO1905	2019-2022	N/A	$0.00	$0.00	Z240	8/1/2019 5/22/2019 5/14/2019	$25,517.00 ($2,426.58) $12,132.90	$0.00	$0.00
NBI9783	N/A	GREENE CO, 2019 CONTRACT FRACTURE CRITICAL INSPECTIONS	GREENE	MODOT	MO1905	2019-2022	N/A	$0.00	$0.00	Z240	5/14/2019	$21,360.95	$0.00	$0.00
S601031	J8S3077	RT CC, CHRISTIAN CO, ADA TRANSITION PLAN IMPROVE ON RT CC AT FREMONT RD IN FREMONT HILLS & ON RT M FROM TORI DR TO BUTTERFIELD DR IN NIXA	CHRISTIAN	MODOT	EN1704	2017-2020, 2018-2021	2017, 2018	$296,000.00	$0.00	Z240	--	$0.00	$78,000.00	$104,170.96
										Z231	9/17/2019	$16,851.33	$96,977.71	
S601034	J8S3058	RT EE, GREENE CO; PAVEMENT & SAFETY IMPROVEMENTS FROM RTE AB TO RTE 160	GREENE	MODOT	MO1614	2015-2018 A8, 2017-2020	2016, 2017	$897,600.00	$0.00	MS30	11/13/2018	($1,253.23)	$262,108.54	COMPLETE - $0.00
										Z240	11/13/2018	($1,861.81)	$336,189.21	
S601035	J8S3059	RT AB, GREENE CO; PAVEMENT & SAFETY IMPROVEMENTS FROM RTE 160 TO RTE 266	GREENE	MODOT	MO1615	2015-2018 A8, 2017-2020	2016-2017	$732,000.00	$0.00	MS30	11/13/2018	($20,517.75)	$211,680.36	COMPLETE - $0.00
										Z240	11/13/2018	($39,464.77)	$365,219.79	
S601036	J8S3078	OR 65, GREENE CO, UPGRADE SIDEWALK TO COMPLY WITH ADA AT VARI LOCATIONS OF EASTGATE AVE, INGRAM MILL RD, RT YY (DIVISION ST), RT 13 (KANSAS EXP) IN SP	GREENE	MODOT	EN1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020	$891,200.00	$0.00	Z001	3/27/2019	($82,744.13)	$0.00	$466,389.82
											1/10/2019	$200,905.24		
										Z240	3/27/2019	($1,751.07)	$0.00	
											1/10/2019	$291,024.80		
										ZS30	3/27/2019	$1,275.34	$0.00	
											1/10/2019	$16,100.00		
S601053	J8P0601B	US 160, GREENE CO, ROADWAY IMPROVEMENTS FROM .3 MI W OF COUNTY RD 94 TO .4 MI W OF I-44	GREENE	MODOT	GR1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	$8,240,000.00	$0.00	Z240	6/27/2019	$1,642,345.28	$0.00	$0.00
											4/9/2019	$7,833,681.04		
										ZS30	6/27/2019	$16,341.50	$0.00	
											4/9/2019	$182,556.00		
S601055	J8P3088E	MO 125, GREENE CO, INTERCHANGE RAMP INTERSECTION IMPROVEMENTS AT RT 125 IN STRAFFORD	GREENE	MODOT	ST1801-17A2	2017-2020 A2	2017, 2018	$158,803.00	$0.00	M23E	4/9/2019	$27,038.68	$158,800.00	COMPLETE - $0.00
										ZS30	4/9/2019	($18,901.78)	$162,345.82	
											1/30/2019	$25,701.13		
										Z240	1/30/2019	($7,376.45)	$41,600.00	
S601058	J8P0588	MO 14, CHRISTIAN CO, ROADWAY IMPROVE FROM W OF RT 160 IN NIXA TO EAST OF RT 65 IN OZARK	CHRISTIAN	MODOT	CC1703	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019, 2020, 2021	$12,000.00	$9,000.00	Z240	3/5/2019	$353.67	$61,323.22	$0.00

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S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REPMO DR IN REPUBLIC	GREENE	MODOT	RP1801	2017-2020 A2, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	$1,985,600.00	$0.00	M230	3/21/2019	$36,000.01	$142,800.00	$148,312.44
											3/5/2019	($111,673.31)		
											12/3/2018	$778,772.93		
										ZS30	3/21/2019	$40,491.54	$160,650.00	
											3/5/2019	($125,040.03)		
											12/3/2018	$915,286.42		
S601062	J8S3084	RT MM, GREENE CO, PAVE & SAFETY IMPROVE FROM CARNAHAN ST TO .2 MI S OF FARM RD 156	GREENE	MODOT	RP1702	2017-2020, 2018-2021	2017, 2018	$192,000.00	$0.00	Z240	10/23/2018	$18,405.97	$169,742.79	COMPLETE - $0.00
										ZS31	10/23/2018	$1,169.14	$7,967.14	
S601065	J8P3104	MO 14, CHRISTIAN CO, PEDESTRIAN IMPROVEMENTS ON MT VERNON ST FROM CEDAR HEIGHTS DR TO ELLEN AVE IN NIXA	CHRISTIAN	MODOT	EN1708	2017-2020 A3, 2018-2021, 2019-2022 A5	2017, 2018, 2019	$338,586.00	$0.00	Z231	6/27/2019	($34,454.63)	$0.00	$101,144.26
											4/4/2019	$153,509.05		
										Z240	6/27/2019	($12,058.04)	$62,400.00	
											4/4/2019	($32,240.64)		
										M230	4/4/2019	$100,286.00	$0.00	
S601071	J7Q3112 J8Q3072	OPERATIONS & MANAGEMENT OF OZARK TRAFFIC ITS IN THE RURAL SOUTHWEST DISTRICT	GREENE	MODOT	MO1701	2017-2020	2017	$549,400.00	$0.00	M23E	7/9/2019	($42,486.88)	$315,000.00	COMPLETE - $0.00
										Z240	7/9/2019	($118,115.97)	$840,755.76	
S601072	J8S3076	RT JJ, CHRISTIAN CO; PVMT & SAFETY IMPROVE ON RT JJ FROM RT 14 TO RT 125 & ON RT AA FROM RT 160 TO END OF STATE MAINTENANCE	CHRISTIAN	MODOT	CC1702	2017-2020, 2018-2021	2017, 2018	$784,000.00	$0.00	Z240	11/5/2018	$81,113.62	$361,963.65	COMPLETE - $0.00
										ZS31	11/5/2018	$31,051.31	$138,564.21	
S601075	J8S3083	RT Z, GREENE CO, PAVEMENT & SAFETY IMPROVEMENTS FROM FARM RD 60 TO RT 160	GREENE	MODOT	GR1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	$224,800.00	$0.00	Z240	11/29/2019	($11,911.03)	$208,881.55	$11,843.81
										ZS30	11/29/2019	($1,060.68)	$17,046.35	
S601091	J8S3074	RT CC, CHRISTIAN CO; PVMT IMPROVEMENTS ON DISCONNECTED SECTIONS FROM 0.5 MI E/O RTE 160 TO RTE 65	CHRISTIAN	MODOT	CC1701	2017-2020, 2018-2021	2017, 2018	$459,200.00	$0.00	Z231	5/14/2019	$25,643.88	$423,476.42	$10,079.70
S601092	J8S3075	RT M, CHRISTIAN CO; PVMT IMPROVEMENTS FROM RTE 14 TO BUTTERFIELD RD IN NIXA	CHRISTIAN	MODOT	NX1703	2017-2020, 2018-2021	2017, 2018	$189,600.00	$0.00	Z231	5/14/2019	$12,995.06	$132,388.14	$44,216.80
S602001	J8P0601C	US 160, GREENE CO, ROADWAY IMPROVE FROM .3 MI W OF RT AB TO CO RD 94 IN WILLARD	GREENE	MODOT	WI1801	2018-2021, 2019-2022	2018, 2019	$6,873,600.00	$0.00	Z232	6/27/2019	($196,000.00)	$512,800.00	$0.00
											3/21/2019	$331,879.74		
											3/11/2109	$124,800.00		
										Z240	6/27/2019	$287,080.37	$0.00	
											4/9/2019	$6,097,941.16	$0.00	
										ZS30	6/27/2019	$4,686.00	$0.00	
											4/9/2019	$75,984.00	$0.00	
S602003	J8P3111	RP US 65 N TO IS 44W, GREENE CO, PREVENTIVE MAINTENANCE ON RT 65 NB BRIDGES TO WB I-44 & WB RT 60	GREENE	MODOT	SP1804	2018-2021	2018	$620,000.00	$0.00	Z001	3/7/2019	($34,149.37)	$420,514.47	$233,634.90
S602027	J8P3087C	CST CAMPBELL AVE, GREENE CO, REVIEW OF DESIGN FOR INTERSECTION IMPROVE AT REPUBLIC RD IN SPRINGFIELD	GREENE	SPRINGFIELD	SP1818	2018-2021 A4, 2019-2022 A3	2018, 2019, 2020	$488,000.00	$2,804,000.00	Z001	4/1/2019	$240,000.00	$8,000.00	$2,804,000.00
										Z230	4/1/2019	$240,000.00	$0.00	
S602048	J8S3082	GREENE CO, RT YY, PAVE RESURFACING, ADD SHOULDERS & RUMBLESTRIPES FROM .2 MI E OF RT 65 TO RT 125	GREENE	MODOT	GR1704	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	$643,200.00	$0.00	Z240	11/30/2018	($32,396.26)	$431,859.85	$0.00
										ZS30	11/30/2018	($782.75)	$254,312.19	
S602049	J8S3085	GREENE CO, OR 65, PAVEMENT RESURFACING & GUARDRAIL IMPROVE ON DISCONNECTED SECTIONS OF EASTGATE AVE FROM DIVISION ST (RT YY) TO SUNSHINE ST (RT D) & ON INGRAM MILL RD FROM CATALPA ST TO SUNSHINE ST	GREENE	MODOT	SP1707	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	$450,400.00	$0.00	Z240	11/30/2018	$18,305.55	$231,791.16	$0.00
										ZS30	11/30/2018	($1,970.78)	$213,846.87	
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022 A7	2018, 2019, 2020	$1,600.00	$604,800.00	Z001	8/12/2019	$414,100.39	$10,400.00	$181,899.61
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022	2019, 2020, 2021	$1,600.00	$573,600.00	Z240	10/29/2018	$8,000.00	$0.00	$567,200.00
S602065	J8P3150	GREENE CO, US 160, BRIDGE REHABILITATION OVER THE FRISCO HIGHLINE TRAIL NEAR WILLARD	GREENE	MODOT	GR1904	2019-2022	2019	$369,600.00	$0.00	Z001	6/27/2019	($6,569.60)	$0.00	$180,254.49
											10/29/2018	$34,400.00		
										Z002	6/27/2019	($13,898.95)	$0.00	
											4/9/2019	$175,414.06		
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022	2019, 2020, 2021	$60,000.00	$1,172,000.00	Z002	11/13/2018	$121,600.00	$0.00	$1,110,400.00
S602083	J8O3141	CST NORTHVIEW RD, CHRISTIAN CO; ADD LANES FROM FOXWOOD DR TO E/O RT 160	CHRISTIAN	MODOT	NX1802-19A2	2018-2021, 2019-2022 A2	2019	$180,000.00	$0.00	M230	3/28/2019	$180,000.00	$0.00	$0.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
MO90X342	N/A	5307 OTHER CAPITAL ITEMS, OPERATING ASSISTANCE, BUS SUPPORT EQUIPMENT AND FACILITIES, OTHER CAPITAL ITEMS, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU1905	2019-2022	2019	$26,435.00	$0.00	SECURITY	5/23/2019	$26,380.00	$0.00	$55.00
					CU1901	2019-2022	2019	$775,200.00	$0.00	MAINT	5/23/2019	$760,000.00	$0.00	$15,200.00
					CU1900	2019-2022	2019	$1,606,596.00	$0.00	OPERATING	5/23/2019	$1,683,613.00	$0.00	($77,017.00)
					CU1904	2019-2022	2019	$245,361.00	$0.00	PLANNING	5/23/2019	$168,001.00	$0.00	$77,360.00
MO16X067	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/ GREENE	ADMIN	MO1901	2017-2020 A5	2019	$13,914.00	$0.00	ADMIN	6/7/2019	$17,146.00	$0.00	($3,232.00)
				ARC	MO1908	2019-2022 A4	2019	$43,200.00	$0.00	CAPITAL	6/7/2019	$154,324.00	$0.00	($20,402.00)
				OATS	MO1909	2019-2022 A4	2019	$38,722.00	$0.00	CAPITAL	6/7/2019			
				PARKS	MO1907	2019-2022 A4	2019	$52,000.00	$0.00	CAPITAL	6/7/2019			
MO16X068	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/ GREENE	ADMIN	MO1901	2017-2020 A5	2020, 2021, 2022	$0.00	$43,434.00	ADMIN	6/10/2019	$3,638.00	$0.00	$26,763.00
										ADMIN	6/10/2019	$13,033.00	$0.00	
				ARC	MO1908	2019-2022 A4	2019	$43,200.00	$0.00	CAPITAL	6/10/2019	$152,730.00	$0.00	$32,238.00
				OATS	MO1910	2019-2022 A4	2020	$0.00	$141,768.00	CAPITAL	6/10/2019			
MO16X066	N/A	5310 PROJECTS	GREENE	CITY UTILITIES	CU1808	2017-2020 A5, 2018-2021, 2019-2022	2018, 2019, 2020	$222,762.00	$111,299.00	CAPITAL	6/3/2019	$106,098.00	$0.00	$118,846.00
											6/3/2019	$109,117.00		
MO340026	N/A	BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2111	2018-2021, 2019-2022	2021	$0.00	$1,021,000.00	CAPITAL	5/8/2019	$50,000.00	$0.00	$670,506.00
											5/8/2019	$300,494.00		

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

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

Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101
Springfield, Missouri 65807
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 11/20/2019; ITEM II.F.

Federal Funds Balance Report – September 30, 2019

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Funds Balance Report, ending September 30, 2019, will be available at the meeting for member review.

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

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2020.

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 11/20/2019; ITEM II.G.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

Garett Tyson, of Republic will be serving as Chair in 2020. The chairman-elect will be from Christian County.

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

Year	**Jurisdiction**	
2010	Willard	Pat Lloyd
2011	Republic	David Brock
2012	Christian County	Todd Wiesehan
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	**Republic**	**Garrett Tyson, Chairman**
2021	**Christian County**	**Todd Wiesehan, Chariman-elect**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to elect the Chairman-Elect position for 2020 for the Technical Planning Committee as shown above."

OR

"Move to elect the Chairman-Elect position for 2020 for the Technical Planning Committee with the following changes ..."

TAB 9

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee
2020 Meeting Schedule

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

January 15, 2020

March 18, 2020

May 20, 2020

July 15, 2020

September 16, 2020

November 18, 2020

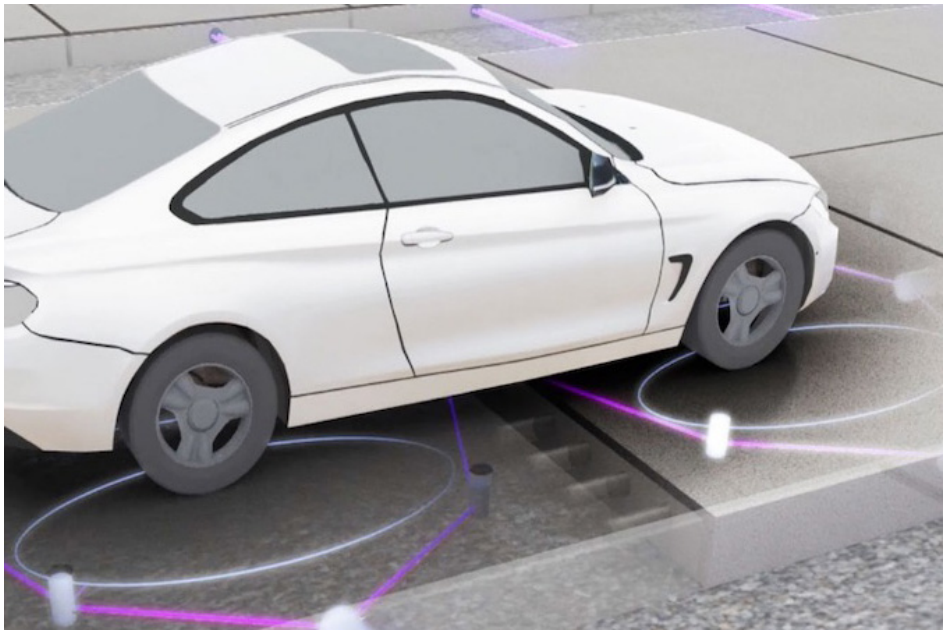
Please provide requests for agenda items 2 weeks prior to meeting date.

TAB 10

Best Bets for the Weekend: Calming activities for a hectic life

Lenexa may become first city to implement large-scale smart pavement project

LEAH WANKUM - NOVEMBER 6, 2019 11:54 AM



Lenexa City Center may be getting smart pavement soon. Image from Integrated Roadways

Lenexa City Center may become the first place in the country to showcase the real-world application of major smart infrastructure technologies.

Integrated Roadways, a Kansas City, Missouri-based supplier of smart pavement materials and transportation technology, posed the idea to the Lenexa city council Tuesday night.

The company has a similar but smaller-scale project on Brighton Boulevard in Denver, but if Lenexa city leaders agree to allow the company to install smart pavement at City Center, then the city would become the first to host a large-scale smart pavement project in a live-traffic environment.

Integrated Roadways hopes to invest roughly $8.5 million into the showcase, which involves upgrading 72 driving lanes at five intersections along Renner Boulevard and West 87th Street in Lenexa City Center. The technology includes precast
dded fiber optics and digital technology. Those installations allow vehicles to easily
de real-time traffic monitoring as well as a full record of traffic history.

ness development for Integrated Roadways, said Lenexa would benefit from the
th real-time traffic data analytics for improved management, operation and planning

Best Bets for the Weekend: Calming activities for a hectic life

This showcase will be a way to demonstrate new technologies and will be a platform for the connected electric vehicle industries that have evolving demands from roads that cannot support them currently," Jaramillo said, adding that the smart pavement can also be a platform for federal research and development projects as well as research at universities that lack commercial opportunities.

Miguel Jaramillo, director of business development for Integrated Roadways

Todd Pelham, deputy city manager, said the deployment of smart pavement at City Center could become part of the city's strategy to implement recommends from the Vision 2040 plan. That plan calls for integrating new technologies into the city's existing infrastructure. He noted that smart infrastructure is also in line with the city's desire to attract innovative, entrepreneurial commercial business partners within City Center.

The result would move traffic through the city more quickly, Pelham added.

Tim Sylvester, chief executive officer of Integrated Roadways, said the company staff is "really excited" to be working with Lenexa on the smart infrastructure showcase.

"When we first started talking to them, they shared their vision for 2040, and as we were reading it, we thought wow, what they want to do is exactly the same kind of stuff that we want to do," Sylvester said. "It just seemed like such serendipity. They had really laid it all out for us, and they were now looking for opportunities to take steps towards that."

Tim Sylvester, chief executive offic of Integrated Roadways

Lenexa city councilmembers on Tuesday seemed interested in moving forward with the project. They wanted to ensure the company does not collect private data about users and that the pavement would not negatively impact operations for things like snow removal. Company leaders said they do neither of these things.

Jaramillo said that if Lenexa allows the project to move forward, the city could gain a reputation as a thought leader fo smart infrastructure and attract entrepreneurs to develop this type of technology.

Sylvester said Lenexa would also have improved traffic data collection and insights for transportation systems management and operations and make more informed decisions in transportation planning processes.

"To have the opportunity to work with Lenexa in such an incredible area, to help them take the next steps towards wha they see as being the future of their community, it's an incredible time for us, and we couldn't be happier to be working with the city on this," Sylvester said.

The Lenexa city council will likely consider signing a Memorandum of Understanding on Nov. 19. If approved by the final approvals and design over the next few months. On this schedule, operations of n Lenexa City Center could begin in 2025.

U.S. Secretary of Transportation Elaine L. Chao Announces $900 Million Historic Investment in American Infrastructure

WASHINGTON – U.S. Secretary Elaine L. Chao today announced that the Trump Administration will invest $900 million in American infrastructure through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. The funding has been awarded to 55 projects in 35 states.

"The Administration is targeting BUILD Transportation grants to repair, rebuild, and revitalize significant infrastructure projects across the country," said U.S. Secretary of Transportation Elaine L. Chao.

Fiscal Year 2019 BUILD Transportation grants are for investments in surface transportation infrastructure and have been awarded on a competitive basis to projects with a significant impact in their local or regional communities. BUILD funding supports roads, bridges, transit, rail, ports or intermodal transportation.

The program selection criteria encompassed safety, economic competitiveness, quality of life, state of good repair, environmental sustainability, innovation, and partnerships with a broad range of stakeholders.

To reflect the Administration's ongoing effort to rebalance historic underinvestment in rural America, DOT has awarded 50% of BUILD Transportation grant funding to projects located in rural areas. For this round of BUILD grants, the maximum grant award is $25 million, and no more than $90 million can be awarded to a single State.

The full list of awards is below:

120th Street Improvements

Omaha, Nebraska

Grant Funding: $16,960,000

Estimated Total Project Costs: $21,200,000

Additional Lanes on US-72 (Florence Boulevard)

Florence, Alabama

Grant Funding: $14,880,000

Estimated Total Project Costs: $19,850,000

Ala Moana Boulevard Elevated Pedestrian Walkway

Honolulu, Hawaii

Grant Funding: $20,000,000

Estimated Total Project Costs: $30,000,000

Ashley River Crossing

Charleston, South Carolina

Grant Funding: $18,149,750

Estimated Total Project Costs: $22,749,750

Blake Bottom Road Widening Project

Madison County, Alabama

Grant Funding: $9,268,804

Estimated Total Project Costs: $11,586,005

Bridging the Interstate Divide

Brookings, South Dakota

Grant Funding: $18,677,630

Estimated Project Costs: $23,347,037

BUILD US 460

Paris, Kentucky

Grant Funding: $10,200,000

Estimated Total Project Costs: $17,318,000

Central Iowa Water Trail: Phase 1 Dam Mitigation and User Access Project

Des Moines, Iowa

Grant Funding: $25,000,000

Estimated Total Project Costs: $31,250,000

Colorado Military Access, Mobility and Safety Improvement Project

Colorado Springs, Colorado

Grant Funding: $18,350,000

Estimated Total Project Costs: $127,400,000

Conley Terminal Container Storage and Freight Corridor

Boston, Massachusetts

Grant Funding: $20,000,000

Estimated Total Project Costs: $65,841,791

Dry Piney Creek Wildlife Habitat Connectivity

Sublette County, Wyoming

Grant Funding: $14,544,000

Estimated Total Project Costs: $18,180,000

East Locust Creek Reservoir (ELCR) Improvements

Milan, Missouri

Grant Funding: $13,459,009

Estimated Total Project Costs: $22,686,610

Grant Avenue Connect Parkway Project

Springfield, Missouri

Grant Funding: $20,960,822

Estimated Total Project Costs: $26,201,028

GROW LIFE: Growing Regional Opportunity with Leveraged-Infrastructure Fleet Expansion

Lancaster, California

Grant Funding: $8,683,480

Estimated Total Project Costs: $14,014,352

Heartland Parkway

Campbellsville, Kentucky

Grant Funding: $9,800,000

Estimated Total Project Costs: $21,250,000

I-64 Widening: Nitro to St. Albans Project

Charleston, West Virginia

Grant Funding: $20,000,000

Estimated Total Project Costs: $265,000,000

I-65 Mobility and Access Project

Boone County, Indiana

Grant Funding: $16,000,000

Estimated Total Project Costs: $50,600,000

I-70/Picadilly Interchange

Aurora, Colorado

Grant Funding: $25,000,000

Estimated Total Project Costs: $56,600,000

I-95 Resiliency and Innovative Technology Improvements

Robeson and Cumberland Counties, North Carolina

Grant Funding: $22,500,000

Estimated Total Project Costs: $685,115,000

Inland Port Arizona Improvement Project

Florence, Arizona

Grant Funding: $15,373,698

Estimated Total Project Costs: $18,073,699

Interconnecting Gulfport

Gulfport, Mississippi

Grant Funding: $20,460,000

Estimated Total Project Costs: $32,220,000

International Cargo Terminal Modernization Project

Jacksonville, Florida

Grant Request: $20,000,000

Estimated Project Cost: $72,700,000

Interstate 35 & 119th Street Interchange Reconfiguration Project

Olathe, Kansas

Grant Funding: $10,000,000

Estimated Total Project Costs: $25,400,000

Lubec Safe Harbor

Lubec, Maine

Grant Funding: $19,650,000

Estimated Total Project Costs: $19,689,750

Memphis Innovation Corridor

Memphis, Tennessee

Grant Funding: $12,000,000

Estimated Total Project Costs: $73,831,000

Mills to Maritime Property Acquisition

Everett, Washington

Grant Funding: $15,500,000

Estimated Project Cost: $27,700,000

Monroe Street Corridor Project

Ruston, Louisiana

Grant Funding: $17,191,530

Estimated Total Project Costs: $23,699,899

MS 182/MLK Corridor Revitalization Project

Starkville, Mississippi

Grant Funding: $12,655,840

Estimated Total Project Costs: $15,818,724

Mullan BUILD: Proactively and Collaboratively Building a Better Missoula

Missoula County, Montana

Grant Funding: $13,000,000

Estimated Total Project Cost: $28,372,000

Multimodal Corridor Expansion and Improvement Project

Beaumont, Texas

Grant Funding: $18,000,000

Estimated Total Project Cost: $101,245,000

Northwest Arterial/John Deere Road Corridor

Dubuque, Iowa

Grant Funding: $5,452,023

Estimated Total Project Costs: $10,545,029

Northwest Business Corridor Truck Route Road Improvements

Hays, Kansas

Grant Funding: $6,506,686

Estimated Total Project Costs: $10,787,131

Old Odanah Road (County A) Bear Trap Road Project

Odanah, Wisconsin

Grant Funding: $2,376,808

Estimated Total Project Costs: $2,704,808

Paducah Riverfront Infrastructure Improvement Project

Paducah, Kentucky

Grant Funding: $10,400,000

Estimated Total Project Costs: $11,492,296

PATCO Franklin Square Station Reopening Project

Philadelphia, Pennsylvania

Grant Funding: $12,580,000

Estimated Total Project Costs: $25,160,000

Petroleum and Cement Terminal

Anchorage, Alaska

Grant Funding: $25,000,000

Estimated Total Project Costs: $171,578,584

Phoenix Sky Harbor Northside Rail Expansion

Phoenix, Arizona

Grant Funding: $24,000,000

Estimated Project Cost: $239,057,522

PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development

Allegheny County, Pennsylvania

Grant Funding: $18,690,047

Estimated Project Costs: $23,362,559

Plank-Nicholson Bus Rapid Transit

Baton Rouge, Louisiana

Grant Funding: $15,000,000

Estimated Total Project Costs: $40,218,000

Rail-Truck Transload Facility Project

Spokane, Washington

Grant Funding: $11,300,000

Estimated Total Project Costs: $16,900,000

Shepherd and Durham Major Investment Project

Houston, Texas

Grant Funding: $25,000,000

Estimated Total Project Costs: $50,000,000

Silicon Shores East-West Connector Road

Mooresville, North Carolina

Grant Funding: $13,609,131

Estimated Total Project Costs: $21,730,195

Southern Illinois Multi-Modal Station (SIMMS)

Carbondale, Illinois
Grant Funding: $13,986,000
Estimated Total Project Costs: $17,482,500

Southern Oregon Corridor Resiliency and Congestion Relief Project

Medford, Oregon

Grant Funding: $15,500,000

Estimated Total Project Costs: $39,370,000

Station 46 Bridge Replacement Project

Augusta, Maine

Grant Funding: $25,000,000

Estimated Total Project Costs: $30,000,000

The Orange County Local Alternative Mobility Network Project

Orlando, Florida

Grant Funding: $20,000,000

Estimated Total Project Costs: $40,009,169

The Underline Multimodal Mobility Corridor

Miami, Florida

Grant Funding: $22,360,552

Estimated Total Project Costs: $69,941,592

The Underpass Project at Uptown Station

Normal, Illinois

Grant Funding: $13,000,000

Estimated Total Project Costs: $22,692,120

Transportation Accessibility, Safety and Connectivity (TASC) Project

Greenville, North Carolina

Grant Funding: $15,000,000

Estimated Total Project Costs: $24,000,000

US Route 30 Freeway Extension Project

Canton, Ohio

Grant Funding: $18,000,000

Estimated Total Project Costs: $116,675,110

US285 Safety and Resiliency Project

Santa Fe, New Mexico

Grant Funding: $12,500,000

Estimated Total Project Costs: $115,000,000

Vermont/New Hampshire Route 119 Bridge Project

Hinsdale, New Hampshire and Brattleboro, Vermont

Grant Funding: $12,000,000

Estimated Total Project Costs: $50,000,000

Veterans Boulevard Interchange, Extension and Grade Separation Project

Fresno, California

Grant Funding: $10,540,582

Estimated Total Project Costs: $71,663,764

Washington Bridge Rehabilitation and Redevelopment Project

Providence, Rhode Island

Grant Funding: $25,000,000

Estimated Total Project Costs: $70,000,000

Waterway Village Multimodal Access Project

Baldwin, Alabama

Grant Funding: $14,404,831

Estimated Total Project Costs: $23,000,000

###

Updated: Tuesday, November 12, 2019

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Tomorrow's traffic monitoring technology today

Over the last decade the traffic manager role has significantly changed. Due to the 'IP-ification' that has become ubiquitous, in regard to higher resolution cameras, track and trace maps, signs, other IoT devices and even social media. It all means that an abundance of data is now available for the modern traffic manager.

However, it has also become more complex for them to cope with all this extra information. What is required for the modern traffic control center is a high performance visualization solution that can show the correct information at the correct time and allow for interactions with it.

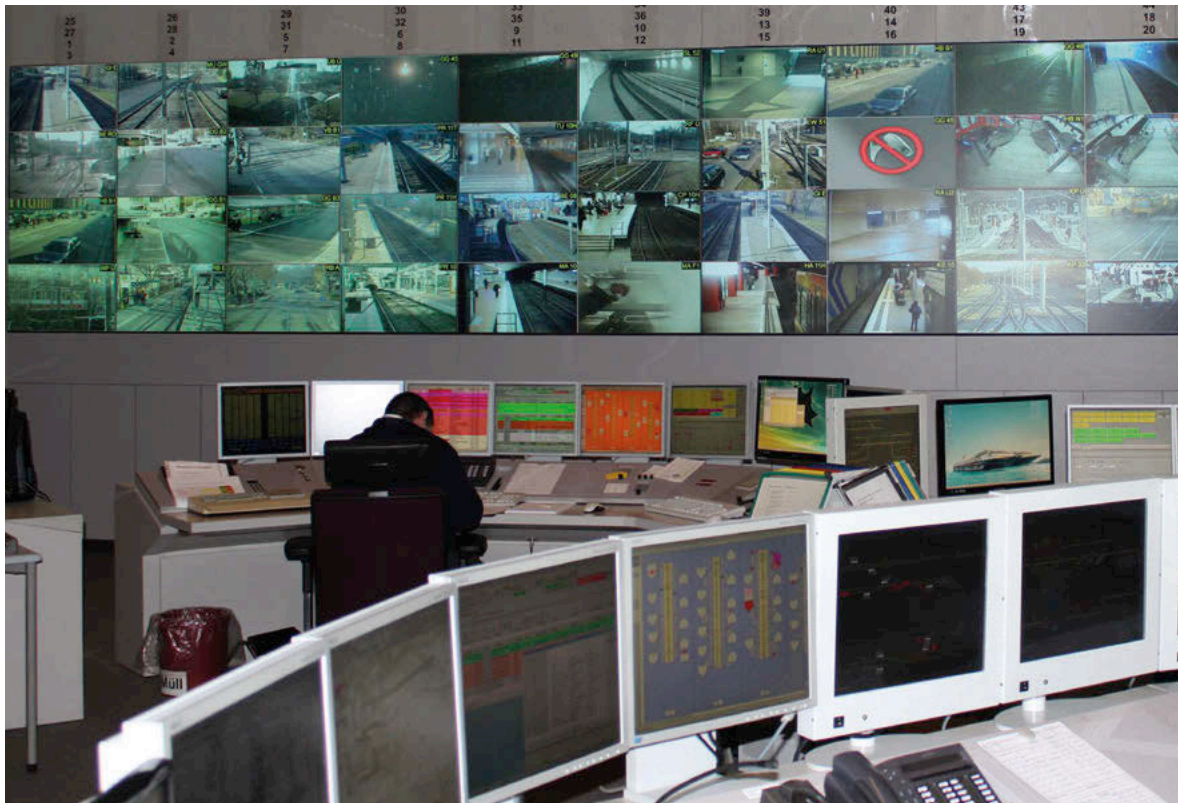
The expectation is for a real time-responsive video wall independent of the complexity that lies behind the technology.

Stuttgart's situation

The sixth largest city in Germany, Stuttgart has a thriving tram and bus network managed by the Stuttgart Straßenbahnen AG (SSB). Responsible for around 450 vehicles that travel on more than 9,000km of routes, SSB was keen to invest in a modern video wall that could support them in meeting the challenge of transporting 500,000 travelers on their network every day in a safe and timely manner.

Having commissioned consultants to help in deciding the direction to go, the SSB had a list of demands for potential technology suppliers.

Among them, the criteria included that the new video wall should have a long lifespan. Another was that the bezels between the active image area of the individual displays should be thinner than one millimetre, so that content could be spread over several screens.



Since in the course of a working day various members of staff would access the wall, it also needed to be possible to partition the sources of the media wall as required. In addition, each display needed to have a 16:9-width-to-height ratio and full-HD-resolution so that the smallest detail of the camera shots could be displayed.

Ticking all boxes

The solution meeting the criteria and that the SSB ultimately opted for is a 8.76m wide and 1.64m high wall displaying 48 live camera images making it possible to monitor the whole public transport network offering swift, coordinated responses to any disruption of operations or dangerous situations that may arise.

Need to know

The Leyard Group at a glance

- Three brands Leyard for LEDs, Planar for LCDs and Eyevis for RCP and processing
- A global client list including Memphis Police Department, Stuttgart Straßenbahnen AG, Eurotunnel and Glasgow City Council
- Video walls can be tailored to the needs of the customer's requirements Purpose-built

Consisting of 12 x 67in LED-back-projection cubes, the new wall supplies the traffic control center employees with a complete picture of the network. The SSB-personnel have continuous access to live images from all routes of the network via the wall, which is in operation for 24 hours a day, seven days a week.

The rear-projection technology of the display cubes prevents burning of static image content on the screens, guaranteeing high contrast values and no loss of color quality in the illumination.

The flicker-free image presentation on the displays has no rainbow effects and – even in 24/7-operation – is less tiring on the eyes for SSB-employees.

The essential core for managing the incoming graphic and video signals is the netPIX-Controller. Thanks to multiple entry points it can receive many different signal types converting them for presentation on the wall. As a precaution against system failure it is also fitted with redundant components.

Not only the live images from more than 300 digitalized IP-security cameras are shown. A satellite tuner can be activated to show TV-images, meaning that in a crisis the technicians can also receive information from news broadcasts.

In the near future it is planned that the radiograph location plan of all SSB routes, generated by the geoinformation system Geotrams will also be on the screens. Every stop will be indicated on the map.

Crime-fighting in Memphis

Elsewhere, intelligence-led policing has had a key role in reducing crime in Memphis. A large video wall was instrumental in this. Providing city-wide surveillance to Memphis's Real Time Crime Center, the 36 Clarity Matrix LCD video wall system spans more than 130 feet across the front wall of the room.

Replacing a rear projection video wall that had been in place since 2008, the move to an LCD video wall occurred because of the diminishing brightness of certain displays and the rising display lamp costs.

The Visual Control Station (VCS) video wall processor enables content from multiple sources – including surveillance cameras, maps and cable TV news. It means a single officer can get a big-picture view of something on their own, or even another officer's, computer screen to make more informed responses to developing criminal activity.

Installed with the Clarity Matrix's Planar EasyAxis mounting system, a six-axis mechanism simplifies installation, guaranteeing a completely flat and consistent visual platform.

Thanks to a unique off-board electronics design, many of the video wall's heat-generating components are removed from the wall itself and storable in a remote rack room. As such, cooling required for the video wall space is significantly reduced and the lifespan of the entire system is extended. The setup also means that, when required, the power supply in the rack room can be replaced in a few minutes and usually by only a single technician without having to dismantle or disturb the video wall.

Left: **The LED wall used by SSB in Germany**

Below: **Memphis crime has dropped thanks to their wall**

Consistent performance

According to managers at the police department, the wall is performing consistently at a high level and often for long periods – even extended 24/7 duty cycles.

With the Eurotunnel and the Scottish city of Glasgow's traffic management center being among other customers, Leyard along with its Eyevis and Planar brands can offer purpose-built displays and content management platforms for 24/7 surveillance to suit budgets and technical requirements.

Measuring pedestrian safety using automated conflict analysis

The intersection of Spring Street and 5th Street in midtown Atlanta, Georgia experiences a large volume of pedestrians and bicycles. The observed conflicts led to the opportunity for installing an all-walk pedestrian phase, also known as a pedestrian scramble.

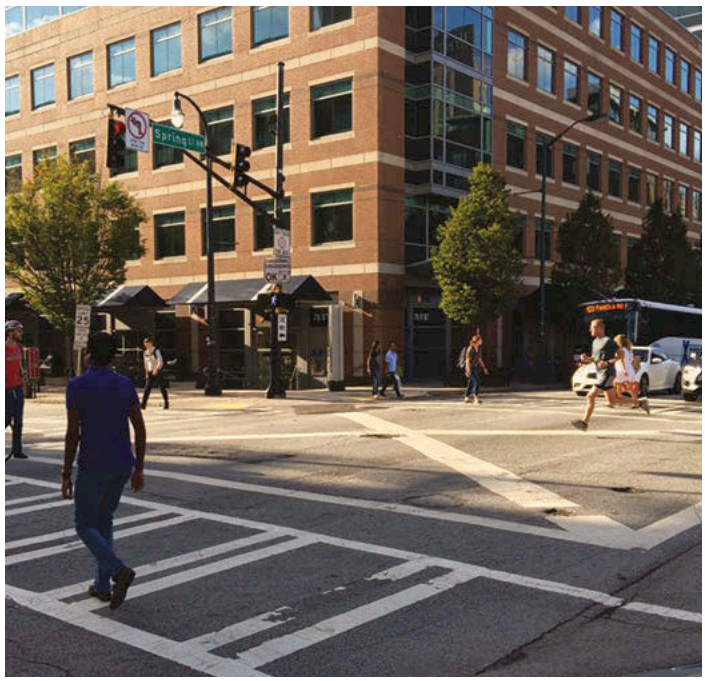
Unfortunately, pedestrians and other vulnerable road users (VRUs) are disproportionately impacted in terms of road traffic fatalities. In the US, they accounted for 48% of all road traffic fatalities in 2016.[1] An intersection's safety is typically measured by the number of crashes that occur at the location. However, pedestrian crash data is typically under reported, therefore crash reports often lack sufficient detail to determine appropriate action.

An effective pedestrian safety evaluation technique to effectively quantify pedestrian safety before and after the integration of an all-walk pedestrian phase into the signal cycle at the intersection was seen as a necessary tool in the project.

In January 2018, a pedestrian scramble phase was integrated into the signal cycle at the intersection. The project deployment team; including Midtown Alliance, as well as engineering firms Jacobs and Aecom, decided to use Brisk Synergies' on-demand automated video-based road conflict analysis solution.

Temporary cameras were installed, and BriskLumina analysis was used to track and classify all individual road users from video data, to automatically detect near-misses and other surrogate safety indicators that are indicative of future potential collisions.

Video data was collected before and after the implementation of the all-walk phase with the potential conflicts of drivers and pedestrians at the intersection evaluated.



Above: **The all-walk phase temporarily turns the intersection into a car-free zone**

The all-walk phasing not only increases pedestrian visibility, but also adds spatial separation by placing pedestrians in the center of the road, so chances for collisions are reduced. This type of signal phasing also increases the efficiency of the intersection for pedestrians by allowing them to cross diagonally, and therefore complete their crossing movement during one signal phase instead of two.

Methodology

For conflict analysis, the main surrogate safety measures used to determine conflict risk and identify an improvement in pedestrian safety from before to after are Post-Encroachment Time (PET) and vehicle speed. PET is used to calculate the proximity of each conflict. Six scenarios were analyzed for 6 hours each during the before and after conditions.

The video footage was collected on-site and automatically processed using machine learning and artificial intelligence. It is important to note that schools were in session and weather conditions were clear (no rain or snow) during the video collection phase.

Results

The results indicated that the all-walk pedestrian phase provided a significant benefit to pedestrians. Overall, the percentage of pedestrians involved in near collisions (PET < 3 seconds) at the intersection reduced from 4% to 1% after the intervention, representing a 75% improvement.

The solution provided trajectory heat-maps in order to visualize road user paths. At this particular intersection the turning vehicle speed increased from 5 to 8 mph for right-turning vehicles, and from 12 to 16 mph for left-turning vehicles.

Using Brisk Synergies video analytics tools, Aecom was able to have an accurate measurement of that speed increase. According to Mark Start, a senior ITS traffic engineer at Aecom, "This is really a measure of driver aggressiveness and we felt this [data] was helpful to explain to the lay person. With an increased speed does come a greater exposure for a crash that could hurt somebody."[2]

The tool also allowed for distinguishing between the vehicle-pedestrian and the vehicle-bicycle behaviors as the characteristics were very different between the two. This was very useful for dealing with speed concerns at the intersection.

Need to know

The lowdown on BriskLumina ...

- An on-demand, automated, video-based road conflict analysis solution
- Capable of tracking and classifying all road users
- Detects near misses and likely causes of future accidents automatically

Conclusion

While the frequency of pedestrian-vehicle conflicts reduced, the average speed of vehicles making turning movements increased by approximately 4 mph, due to the fact that the pedestrian scramble removed pedestrians on the south leg crosswalk during the vehicle phase, so the right and left- turning vehicles were essentially free-flowing.

In addition, the percentage of potential conflicts where the pedestrian arrived at the potential conflict point first, decreased from 57% to 30% (approximately 47% reduction) of the total potential conflicts.

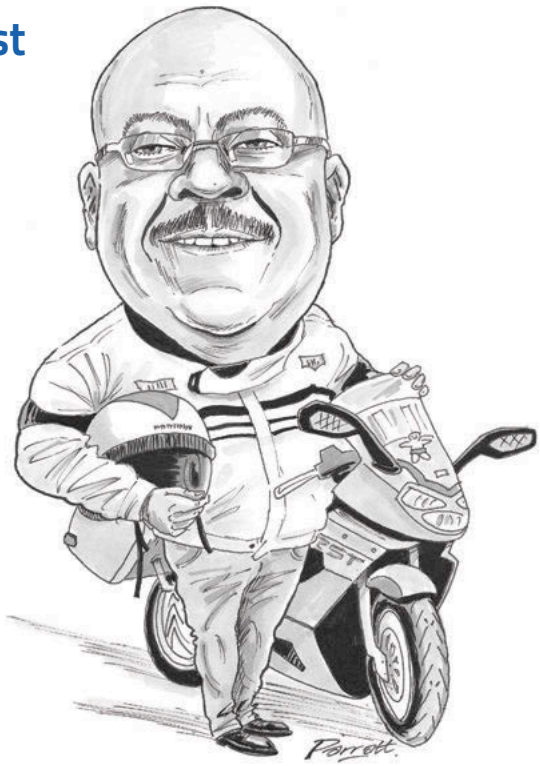
Overall, the analysis showed a 75% performance improvement in near collisions between vehicles and pedestrians with the implementation of the pedestrian scramble, resulting in a safety improvement. It also provided the safety engineers with insight for introducing further modifications to reduce vehicle speed. Overall, the project implementation team was very satisfied with this quick and effective way of evaluating and validating before and after pedestrian safety-focused countermeasures.

1 Global status report on road safety 2018. Geneva: World Health Organization; 2018. Licence: CC BYNC-SA 3.0 IGO

2 Start, Mark Midtown Atlanta Case Study-New Data Collection Techniques in Automated Pedestrian Safety Analysis. Retrieved July 08, 2019

by **Greg Winfree**

Connected mobility must benefit rural roads, too



We tend to think of transportation in opposing terms: freight versus passenger vehicles; rail versus road; urban versus rural. It's understandable why, since it lets us chop up the pie of improving and innovating our transportation system into digestible pieces. But it can put stakeholders in competition for limited resources. The integrated nature of tomorrow's network will necessarily require a different approach.

The growth of mega-regions—where urban boundaries meld with rural communities as cities grow closer together—is one example. The Texas Triangle, connecting Houston, Dallas/Fort Worth, and Austin/San Antonio is one such mega-region. Nighttime satellite photos of the Triangle, reveal how the rural areas between the cities are developing quickly to accommodate growth.

In the future every stop, every road, every traffic signal will be connected via constant communication. Cars will share data with other vehicles and even the traffic signal itself. Bumper-to-bumper traffic on the way to work? No worries! Your car will automatically reroute you.

The need for reliable, secure data exchange, however, won't stop at the city limits. Improving rural infrastructure must happen alongside urban upgrades. Remember, tomorrow's transportation network is more than a series of connected interstates, state highways, and county roads; it's also a single, unified transportation platform for information exchange that exists online.

When it comes to implementing advanced technology, the agricultural sector is ahead of the curve. Only now being pilot tested on our roadways, Level 3 vehicles (automated, but with human oversight/control) are already on state of the art farms.

As driving environments go, crop rows are a bit simpler than our daily commutes, whether in the city or the country. So, safely, reliably ushering in tomorrow's integrated transportation network requires significant research, testing, and policy planning. For example, at the Texas A&M Transportation Institute (TTI), we're studying how roads can alert maintenance personnel before the asphalt fails and creates a pothole. We're looking at how flood sensors can predict when a roadway will be washed out and how machine learning can augment human oversight in a traffic management center. Underlying that research is the idea that improving communication — reported by the infrastructure itself, evaluated through data analysis, then sent on as recommendations to first responders and the traveling public — can increase mobility, improve operational efficiencies and, most importantly, protect human life.

> "The need for data exchange won't stop at the city limits"

To get there, though, we have to reevaluate our assumptions about how the network we've built should work. The bottom line is this — an unprecedented level of data dependence and automation is coming to our transportation system. Paralleling the physical network of road, rail, and air traffic is the invisible but no less vital data exchange that will happen via the Internet of Things. And the rural connections along that network must be as resilient, reliable and sustainable as their urban analogs. Otherwise, we might find ourselves stranded on a country road missing more than just a cell phone signal.

Gregory D Winfree is director of the Texas A&M Transportation Institute (TTI)

Life-saving

Houston in Texas has recently committed to Vision Zero. **Jack Roper** finds out more about the Together for Safer Roads (TSR) initiative that's helping the city to reach its safety targets and discovers how data and community engagement are creating a model for safety that could one day be exported around the world

data

PHOTO: SEAN PAVONEPHOTO@STOCK.ADOBE.COM

On August 13, 2019, Mayor Sylvester Turner signed a Vision Zero Executive Order that commits the City of Houston, Texas to eliminating traffic deaths by 2030. Hailed as a signal moment in US road safety, it requires collaboration between city departments, public agencies, non-profit organizations, community groups and private sector partners in assessing the problems on Houston's roads and developing holistic strategies to address them. Together for Safer Roads (TSR), founded in 2014 to focus its private-sector members on tackling the global challenge of road safety, will play an integral role in the effort. Houston is

Above: **Houston Mayor Sylvester Turner surrounded by City department heads and officials on August 13, 2019, as he signs the executive order to commit Houston to Vision Zero by 2030**

Far right: **Gulfton high school students record traffic behavior as part of the Vision Zero initiative**

the fourth largest city in the US and heavily car-dependent, with more than 70% of commuters driving alone to work. It is comparatively late in joining the Vision Zero movement and currently has one of the deadliest transportation systems in America.

If a Boeing 737 crashed at each of Houston's three airports every year, killing all inside, the outcry would be clamorous, but The Houston Chronicle points out that an equivalent 640 annual road deaths pass relatively unnoticed.

A lack of sidewalks or bike lanes means pedestrians and cyclists gamble with their lives on a daily basis. "Houston is designed almost exclusively for drivers," explains TSR's senior director of programs and operations, Noah Budnick. "This is inherently inefficient and creates a downward spiral, where cities have to keep building bigger roads with higher speeds."

In Gulfton, the worst-affected district, road safety has a distinctly social dimension. "Traffic dangers unfairly affect low-income communities at a much higher rate," says Budnick. "Gulfton has Houston's lowest car ownership and highest transit ridership, which means high levels of walking to the bus stop. It is intersected by overdesigned streets – with high traffic fatalities as the net result."

> Traffic dangers unfairly affect low-income communities at a much higher rate. Gulfton has Houston's lowest car ownership and highest transit ridership... high traffic fatalities is the net result
>
> **Noah Budnick, senior director of programs and operations, Together for Safer Roads**

Automobile affection

Houston's problems are symptomatic of America's love affair with the automobile. US traffic mortality rates are double those in Europe and vulnerable road users account for more than half of victims. European cities have grown organically since the middle ages, when people went on foot or horseback, while more recent design has nurtured cycling or transit. But much US urban development dates from the golden age of cars, especially further west, once the older cities of Boston and New York are left behind.

"The mid-20th century momentarily created a mindset that cars equaled transportation," says Budnick. "The last 25 years have seen a lot of people moving back to US cities. The college-age generation are waiting longer to purchase their first car and are seeking out walkable neighborhoods.

"People have lived in cities for 10,000 years," he adds. "In the future, the 20th century may be seen as an historical anomaly. But Houston can begin to reverse its legacy in the here and now by adopting a finite timescale.

"The Mayor's commitment to Vision Zero creates a fundamental shift in how traffic deaths and injuries are defined," says Budnick. "It recognizes that they are preventable, not something inevitable like the weather."

The Vision Zero movement, committed to eradicating road deaths by a fixed date, began in Sweden in the mid-1990s. In 2014, New York became the first US city to adopt a Vision Zero program and Houston is the last to follow suit. "Setting Zero as a time-bound goal is a moral imperative and creates both urgency

600,000+

Fleet vehicles operated by Together for Safer Roads members. The goal is to make them all safer drivers

Above and left: **Recording the condition of road surfaces is an important part of understanding crash statistics**

and a culture of continuous improvement. Vision Zero is data-driven: you set benchmarks and use data to evaluate your progress. If you don't reach Zero by that date, it doesn't mean you've failed. You can look at what you've done and figure out how to readjust and recalibrate your strategies."

Redesigning streets

The City of Houston will spend the next year formulating its strategies, which Budnick expects to include the design of more forgiving streets.

"Humans make mistakes, so streets should take account of human imperfections," he says. "If you design forgiving streets for the most vulnerable users, they'll be safer for everybody." Protected bike lanes and safer speed limits are two key elements. "Above 20mph, humans have a much higher chance of being killed in a collision," Budnick adds. "Safer limits mean that, if a collision does occur, the pedestrian has more chance of survival."

Forgiving streets may also give pedestrians greater prominence at junctions, where most collisions occur. "That can be done by creating more pedestrian space at corners, with wider sidewalks to make drivers more aware that pedestrians are present."

TSR was founded in 2014 to align the road safety efforts of private-sector members including several multinational corporations. It has already spearheaded a project in Gulfton that may serve as a template for the city at large. "As a new organization, we are moving deliberately to figure out how to make the biggest difference," says Budnick.

"Our primary program model is to deliver public-private partnerships. Our role is firstly as a convener, bringing people together in defining a road safety problem, then organizing stakeholders to develop a work plan around solving it," he adds. "We also have resources from our members with expertise in transportation data and analytics and also fleet safety."

As prominent Houston businesses, TSR's members played an initial role in engaging the Mayor and his staff on the issue of road safety. Anheuser-Busch and Silver Eagle Distributors are two such companies with thousands of employees and tens of thousands of customers in the Houston area.

"They are obviously committed to the safety of their workers, but also to the safety of the communities they serve," says Budnick. "They engaged the Mayor after becoming aware of

PHOTOS: CONNECT COMMUNITY / TOGETHER FOR SAFER ROADS

Above: **Houston Mayor Sylvester Turner launching the city's Vision Zero initiative**

the scale of dangerous traffic, then continued to show support as the project came together. You can have a good plan, but you always need public support to move towards executing it. The business community has kept this project moving."

Driven by data

Vision Zero is essentially data-driven and Brisk Synergies, a TSR member specializing in video analytics, is providing services to Houston. As part of the Gulfton study, Brisk analyzed interactions between vehicles and vulnerable users in the high-risk Hillcroft Avenue corridor, where high-speed, high-volume traffic bisects an area of businesses and schools.

Using traffic camera footage, the BriskLUMINA platform performed pedestrian-focused safety diagnostics by analyzing collisions, near-misses and dangerous interactions. Such analysis can pinpoint the factors causing road deaths and injuries and enable smart interventions. Since over 90% of US road collisions result from human error, data may have a crucial role in addressing dangerous driver behaviors.

"In Houston, intoxication, speeding and driver inattention are primary factors contributing to fatalities," says Budnick. Driver cell phone use presents a growing problem, which Budnick believes video analytics and telematics from TSR members Geotab and Zendrive can enable Houston to combat.

"We can never eliminate traffic deaths by waiting for the next dataset of traffic deaths," he says. "But by measuring where people are speeding or talking on their phone, we can intervene before crashes happen."

He believes the advent of fully autonomous transportation may take generations to achieve, but sees potential in applying fast-evolving autonomous driving technologies to improve road safety now. "So much video technology, machine learning and research into driver behavior is going into robot cars," he says. "All that data can be used to design safer streets. Knowing how, when and where collisions happen and who the drivers and victims are allows you to develop effective interventions to reach those populations."

90

Percentage of US road collisions that are caused by human error, as opposed to a mechanical fault

Ahead of the curve

TSR members including Anheuser-Busch, AT&T, PepsiCo and Republic Services collectively manage more than 600,000 fleet vehicles globally. Whereas other Vision Zero programs have been slow to capitalize on data-driven fleet safety, the expertise of these companies and telematics partners like Geotab will form a cornerstone of Houston's approach and enable the City of Houston's own fleet to lead by example.

"The Mayor is making a bold commitment to eliminate traffic deaths by 2030 and proposing strategies to improve driver behavior," says Budnick. "But importantly, by focusing on the municipal fleet, they can start in-house and make their drivers as safe as possible while they ask Houstonians to do the same. Essentially the Mayor is saying, 'We're not asking anyone to do something we're not willing to do ourselves.'"

For Budnick, a life's work in traffic safety has stemmed from his own experience. "I've been lucky to be a bike rider for both transportation and exercise since high school," he reflects. "It can bring you joy, but the visceral experience of riding up close in traffic can bring you the opposite of joy. Many bike riders find their way into improving road safety – maybe it's self-preservation."

With low-income countries as well as underserved US communities facing the gravest traffic risks, Budnick reports interest from Egypt, Mexico and the Philippines, and TSR's multinational membership position it to improve road safety far beyond American shores. "We're still a young organization developing our internal systems and evaluating proposals and projects," says Budnick. "While we do that, there's certainly no shortage of deadly streets for us to work on."

The heat is on

Hamburg's traffic management center will soon have a new set of data at its disposal – from a vast new network of thermal imaging cameras. **David Smith** finds out more

1,000

The approximate number of thermal imaging cameras that will be installed across 420 intersections in Hamburg by 2021

Data from thermal imaging cameras will be analysed by Hamburg's traffic managers

The city of Hamburg is hosting the ITS World Congress in 2021 and is determined to put on a show for delegates arriving from the four corners of the world. Included in a list of 60 smart city initiatives that Hamburg wants up and running ahead of the ITSWC is an ambitious plan to install more than 2,000 thermal imaging cameras on traffic lights and streetlamps by late 2020. The cameras will help traffic controllers to adjust signals in real-time depending on how busy the roads are. Even more significantly for one of Germany's most congested cities, the huge volume of new vehicle data will be used to help traffic managers to improve their long-term planning and reduce blockages.

113

The time in hours Hamburg drivers spend in traffic jams in an average year

"We believe our project is unique in Germany and, possibly, all of Europe because such a high number of cameras are being installed in a short time. There are several other German cities using similar techniques, but not on this scale," says Stefan Hollesch, portfolio manager of Hamburg Traffic Systems. "Often, the other municipalities just use sensors to detect people, or they monitor vehicles but they don't know what types, whereas we are able to classify them as trucks, private cars, motor bikes and so on. When we evaluate the data, we'll be able to forecast traffic more accurately, simulate developments, plan for more or fewer lanes, make smarter decisions about parking management and develop better algorithms."

> Our project is unique in Germany and, possibly, all of Europe because such a high number of cameras are being installed in a short time
>
> **Stefan Hollesch, portfolio manager, Hamburg Traffic Systems**

Hamburg's thermal imaging cameras are involved in two separate projects. Most of them will monitor the motorized traffic at 420 intersections all over Hamburg, but the cameras attached to the 40 streetlamps will record cycle traffic for the Hamburg Bicycle Traffic Counting Network project. Data from both schemes will be published on an open-source platform.

Congestion black spot

The imminent arrival of delegates and tech companies for the world congress may have concentrated minds in Hamburg, but the reality is that the city has to address its serious issues with congestion. According to a 2018 survey of German cities by TomTom, the creator of navigation technology, Hamburg has more congestion than any other city in Germany, even Berlin, which came second. The large amount of TomTom data was collected throughout 2018 from navigation devices in cars and other mapping software on iPhones. It revealed that in 2018, Hamburg commuters encountered jams on 33% of road journeys, which means motorists lost on average 113 hours a year in a 'stau' (jam). Roads were especially packed at certain times of day. A trip that would take 30 minutes at times without disruptions would take 46 minutes in the morning and 48 minutes in the evening. The results confirmed research published in January 2018 from the German Automotive Club (ADAC), showing there were 31,630km of autobahn traffic jams in Hamburg in 2017, the worst figures for Germany, once again just ahead of Berlin.

Although Hamburg tops the pile, traffic jams have become a major problem all over Germany. According to Statista, in 2011, there were 189,000 recorded traffic jams in the Bundesrepublik, but that had nearly

PHOTOGRAPHS: ORISLAV15, LUKAS GOJDAKARSTEN, RALF GOSCH, BELISH/STOCK.ADOBE.COM

> [The government] want to reduce levels of carbon dioxide across Germany and they see digitalization and ITS as a great way of getting traffic to flow better, which will improve the quality of the air
>
> **Stefan Hollesch, portfolio manager, Hamburg Traffic Systems**

Left: **Hamburg's narrow streets make it a hot spot for congestion**

€12.4m

The investment the German Ministry of Transport has made into Hamburg's thermal imaging project

quadrupled to 723,000 by 2017. The ADAC partly explains the rises by pointing to increases in both roads under construction and the number of vehicles.

The heat is on

Congestion is undoubtedly an inconvenience and a drain on the economy. However, perhaps an even more compelling reason to reduce it is the fact that less standing traffic means less pollution (see *Cash for the climate* box). Given the multiple imperatives, Hamburg's decision to monitor intersections closely using cameras is hardly surprising. But the decision to use so many thermal cameras is still unusual and has never been done on such a scale

Cash for the climate

Central government funding for Hamburg's traffic management scheme was secured thanks to the project promising to deliver lower emissions

All the congestion and jams on German roads present a stumbling block for the national government, which has adopted the EU's Clean Air initiative. The program lays out stringent guidelines for how the government should try to improve air quality in German cities over the next decade. In particular, it considers how to reduce the concentration of atmospheric pollutants, which are exacerbated by high levels of congestion. Meanwhile, German courts have started to impose driving bans on several German cities and their municipalities are looking for ways to fulfil the European targets.

Hamburg, with its population of 1.8 million, heavy concentration of industry, and busy roads, knows it has to act fast. This is the real backdrop to the plan to install 2,000 thermal cameras, which received the enthusiastic backing of the German Ministry of Transport, which contributed €12.4 million – about half the budget – to pay for the cameras from its Clean Air program. "They want to reduce levels of carbon dioxide across Germany and they see digitalization and ITS as a great way of getting traffic to flow better, which will improve the quality of air. We'd like Hamburg's ideas to become a model for other cities in Germany to follow," says Hollesch.

Evidence from other parts of the world supports the German Ministry of Transport's belief that reducing congestion on the roads helps to improve air quality quite significantly. The US Environmental Protection Agency (EPA) estimated last year that "long duration idling" consumed more than one billion gallons of extra fuel annually, at a cost of over US$5 billion. The EPA said congestion created "frustration", but also resulted in "more emissions, more pollution and increased health risks". The UK's national Automobile Association calculated that cutting queuing time by just one minute per day on three major roads leading into a city could save more CO2 than switching off 2,000 streetlights

Making data richer

Hamburg traffic mangers plan to add wi-fi detectors to the network to augment the data being gathered using thermal imaging

From 2020, Stefan Hollesch, portfolio manager of Hamburg Traffic Systems says the plans to add wi-fi tracking technology to the city's network. While the thermal sensors provide data from one specific point on an intersection, the inclusion of wi-fi tracking will provide data about what is happening between different installation points. It monitors the wi-fi mac addresses of devices such as smartphones, making it possible to determine travel and route times along road segments. The wi-fi signal strength information determines the relative proximity of vehicles allowing it to measure delay times at intersections.

"We'll be able to calculate the live travel times between two points, which will be even more useful for anyone accessing the data," says Hollesch.

before in Europe. Until recently, the high cost of thermal cameras would have prohibited purchasing so many of them, but prices are dropping and the technology has improved. Stefan Hollesch says the main reason they were chosen by Hamburg was because they perform better in poor visibility, especially in bad weather or during the nighttime. Being able to rely on the cameras in all conditions means Hamburg is able to monitor intersections closely 24 hours a day in all conditions.

Hollesch's assertions about thermal cameras were confirmed by academic research from engineers at McGill University and the Polytechnique Montréal in a 2016 paper *Traffic data Collection Using Thermal Cameras under Varying Lighting and Temperature Conditions.*

Below: **One of the thermal imaging cameras installed on a traffic signal post in Hamburg**

The researchers compared the performance of regular visible-light cameras with a resolution of 1920 x 1080 pixels with thermal-video sensors with a resolution of 368 x 296 pixels. The thermal cameras used in the research were manufactured by the Oregon-based company FLIR, which also provided the cameras for Hamburg.

> With shadows or at night, the performance of the regular camera was greatly reduced, and the thermal camera was superior in terms of detection, classification, and vehicle speed measurement
>
> ***Traffic Data Collection Using Thermal Cameras under Varying Lighting and Temperature Conditions (2016)***

The researchers concluded that the regular camera only narrowly outperformed the thermal camera in terms of detection and classification of all road users during daytime conditions, but at nighttime the thermal camera came into its own and was far superior, especially when it came to the detection of pedestrians and cyclists.

The research states: "Regular video works well for 'overcast' and 'sun, little shadow' conditions without lighting interference, such as shadow, glare, low visibility, or reflection. The thermal camera performs similarly in these conditions…. However, with shadows or at night, the performance of the regular camera was greatly reduced, and the thermal camera was superior in terms of detection, classification, and vehicle speed measurement."

In the final analysis, the paper asserted that a thermal camera's insensitivity to lighting interference solved issues associated with using cameras for traffic data collection. The thermal cameras proved to be "more reliable and stable" in round-the-clock data collection, they said.

723,000

The number of jams recorded in Germany's Bundesrepublik in 2017, up from 189,000 in 2011

Privacy protected

Another important point in the research was that thermal cameras presented no privacy issues, which are a major hurdle for video-based sensors, especially in the US and Europe.

"There aren't the same privacy issues because although our cameras give enough detail to know the

Advanced control

Hamburg's traffic management center is the hub where all data from the network is monitored, which will soon include thermal camera data

Hamburg has one of Europe's most advanced traffic management centres (TMC), which was built by Swarco in 2013 to cope with the city's congested traffic.

The most striking feature of the TCC is the 4m by 6m video wall, which consists of 24 LED cubes that display all the cameras installed around the city. The connected systems are controlled via an "integrated user interface" which is available to all police officers working in the TMC. It includes information from the inner-city streets, the federal highways, the port district and the motorways.

The TMC follows a multi-consoling strategy, which means officers at every work station have a comprehensive overview of traffic and are able to access all the cameras on the network. Officers can transfer the images on their consoles onto the LED cubes for everyone to see, and vice versa. Everyone has the same right to intervene with a camera at any time.

A striking feature of the Hamburg TMC is the quiet atmosphere, which workers say helps them concentrate and monitor traffic more accurately. Technical solutions have been found to create a sense of calm such as building all walls and glass panels with sound-proof surfaces and installing soundless air conditioning units inside the ceiling that operate with no ventilation.

Meanwhile, all the computer hardware has been hidden away in separate compartments behind a big screen. The clever use of ergonomic solutions extends to coping with the steady stream of visitors. For example, if the traffic officers don't wish to be observed at work in the control room, a button can be pressed that makes the shutters opaque.

types of vehicle, you don't see the license plates," says Hollesch. "So you don't know whether it's from Hamburg or Berlin. They can make out a person, but not if it's a woman or a man. The really low resolution doesn't allow identification of individuals. We also only shoot pictures every minute, so there's no video stream."

The data will be available for anyone to view on an Urban Data Platform from late 2019. Many different parties will benefit.

"The police in the traffic management center will be able to perceive problems on the roads a lot faster," says Hollesch. "If they see fewer cars passing on the road than normal, they can immediately ask questions. Is there construction work going on? Or has there been an accident? Or is it because the traffic control is running the wrong program and more green time is needed? Algorithms could monitor the intersections and alert traffic mangers when something unusual is happening. The information could be color coded to assess the potential seriousness."

> "There aren't the same privacy issues because although our cameras give enough detail to know the types of vehicle, you don't see the license plates
>
> **Stefan Hollesch, portfolio manager, Hamburg Traffic Systems**

No 1

Hamburg has the dubious honor of being Germany's most congested city 2018, pipping Berlin to the post

(Source: TomTom)

Thermal images of vehicles are detailed, while preserving road-user privacy

Meanwhile, residents with live access to intersection data will be armed with more information so they can plan journeys more reliably. Private businesses will be able to bring the data together with weather data, or financial data, to produce new algorithms. Academics worldwide could gain access to use the data in their ITS research.

"It's so new that we don't yet know how many advantages it can have to really know what is on the street, or who might benefit from the information," Hollesch says.

PHOTOGRAPHS: YULIAB, 35MICROSTOCK, TOBIAS/STOCK.ADOBE.COM