



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

NOVEMBER 15, 2017
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, November 15, 2017 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the September 20, 2017 Meeting Minutes Tab 1
(1 minute/Coltrin)

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

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

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

E. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative Staff)

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

II. New Business

A. Administrative Modification Number One to the FY 2018-2021 TIPTab 3
(5 minutes/Longpine)

There are three changes included with Administrative Modification Number One to the FY 2018-2021 Transportation Improvement Program which is included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Amendment Number Two to the FY 2018-2021 TIPTab 4
(5 minutes/Longpine)

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

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

C. 2018 Safety Performance TargetsTab 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 2018 SAFETY PERFORMANCE TARGETS TO THE BOARD OF DIRECTORS**

D. Annual Listing of Obligated ProjectsTab 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**

E. Federal Funds Balance ReportTab 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

F. OTO Technical Planning Committee Chair RotationTab 8
(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A new chair is needed at this time.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL
PLANNING COMMITTEE CHAIRMAN AND CHAIRMAN-ELECT FOR 2018**

- G. OTO Technical Committee 2018 Meeting ScheduleTab 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 InformationTab 10

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 17, 2018 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Ray Weter, Presiding Commissioner Christian County
Ken McClure, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE 11/15/2017; ITEM I.C.

September 20, 2017 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the September 20, 2017 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the September 20, 2017 Technical Planning Committee meeting minutes.”

OR

“Move to approve the September 20, 2017 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 20, 2017**

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

The following members were present:

Mr. Rick Artman, Greene County	Mr. Jeremy Parsons, City of Ozark (a)
Ms. Paula Brookshire, City of Springfield (a)	Mr. Jeff Roussell, City of Nixa
Mr. Randall Brown, City of Willard	Mr. Andrew Seiler, MoDOT
Mr. Eric Claussen, City of Springfield (a)	Mr. Kelly Turner, City Utilities Transit
Mr. King Coltrin, City of Strafford	
Ms. Dawn Gardner, City of Springfield (a)*	
Mr. Adam Humphrey, Greene County	
Mr. Kirk Juranas, City of Springfield (Co-Chair)	
Mr. Joel Keller, Greene County (a)	
Mr. Frank Miller, MoDOT	

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

The following members were not present:

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

Others present were: Ms. Kimberly Cooper, Mr. Dave Faucett, Mr. Scott Godbey, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. King Coltrin, Technical Planning Committee Chairman, called the meeting to order at approximately 1:34 pm.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Miller moved for approval of the September 20, 2017 Technical Planning Committee agenda. Mr. Kelly seconded the motion and it was unanimously approved.

C. Approval of the June 8, 2017 and July 19, 2017, Meeting Minutes

Mr. Kelly moved for approval of the minutes from the June 8, 2017 E-Meeting and the July 19, 2017 Technical Planning Committee Meeting. Mr. Humphrey seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Natasha Longpine stated that Ms. Fields was unable to be at this meeting as she was out of town for Leadership Springfield.

Ms. Longpine stated the trail study is being finalized and Alta is in the process of collecting all the information into one final report. She added they are finalizing the priorities of the segments along the corridors, starting with the highest priority.

Ms. Longpine noted that TIGER (Transportation Investment Generating Economic Recovery) funds are once again available for interested parties. Ms. Longpine indicated that there had been two inquiries and that the City of Republic may be considering revisiting the MM Corridor project and the City of Springfield is also considering some possibilities. She added the deadline is in October.

Ms. Longpine stated the OTO has received the audit and that it was good. She also noted staff is currently reviewing the draft of the Federal Certification Review and are determining how best to respond. There were no corrective actions; just a few recommendations and several commendations.

Ms. Longpine stated the OTO will be hosting a Legislative Breakfast on November 16, 2017 for the area Legislators. It is anticipated this will be an opportunity for them to learn how projects are selected and how the Statewide Transportation Improvement Plan (STIP) is developed.

Ms. Longpine noted that when the House was passing their Transportation, Housing, and Urban Development appropriations bill they included a rescission of approximately \$800 million. It is unknown what programs this will affect; so far staff believes it will include sub-allocated funds and this could still impact other projects. The current continuing resolution pushed the deadline back to December. There is no word on how the Senate will act.

Kelly Turner stated he wanted to continue to advocate for TIGER funding. He stated this is one of the areas this community has been behind other communities. He stated that each time there is a notice of funding, then the communities appear to have to work hard to put a project together. He said he believed that the OTO needs to work to ensure there are projects that are well thought-through and ready to begin before the notice of funding is received. Ms. Longpine stated the OTO has a Funding Subcommittee assigned and this will assist in the future, adding that it appears that TIGER in some form will continue to exist.

F. MoDOT Update

Frank Miller stated that MoDOT was updating the Long Range Transportation Plan for the State of Missouri. The purpose of the plan, which was last updated in 2014, is to bring the State into Federal Compliance by addressing Performance Measures, add information on how technology will impact transportation in the future, and highlight the public involvement process. He noted that MoDOT had put a survey online and encouraged those present to share it on their social media sites. He added they are receiving a good response to this survey.

Mr. Miller stated applications for the Cost Share program will be due in early October. He stated he did not think any entity in the OTO area was going to apply, but if that had changed, to please let him know as soon as possible.

G. Legislative Reports

None.

II. New Business

A. 2019 – 2023 STIP Priorities

Natasha Longpine stated that many of the members of the Technical Planning Committee had worked on the subcommittee for planning the priorities for the 2019-2023 STIP. She added most of the projects would be programmed out in the State fiscal years of 2022-2023. She stated it was a similar process as that used for the Long Range Plan. She briefly reviewed the top few priorities for those present.

Mr. Juranas moved to recommend approval of the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2019-2023 STIP. Mr. Brown seconded the motion and it was unanimously approved.

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

Natasha Longpine stated there are four changes being proposed as part of this amendment. She stated they were all for scoping and reviewed for the Committee the proposed projects.

Frank Miller stated that MoDOT had some monies set aside for scoping, but wanted to determine what improvements could be made to the four corridors this amendment represents. He noted these projects will be large and MoDOT wanted to determine how to break them down into manageable pieces.

Mr. Juranas moved to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number One to the Board of Directors. Ms. Voss seconded the motion and it was unanimously approved.

C. 2016 State of Transportation Report

Natasha Longpine stated she wanted to bring the Committee's attention to the Infographic regarding the performance measures that had been discussed at the last meeting. She noted this had been distributed to the Board of Directors and she wanted to ensure the Committee had a copy as well.

Ms. Longpine stated staff has been discussing the need to develop a report that could be used in meetings or public presentations to demonstrate specific facts regarding transportation in the region. She stated that the performance measures do not always contain some of the information that the public is seeking. She stated the 2016 State of Transportation Report provides some basic information and background facts for each category.

Following a brief review of the report, Ms. Longpine noted that there was no action necessary for this item. This was being presented for informational purposes only.

D. Amendment Number One to the FY 2018 UPWP

Kimberly Cooper stated there are three amendments that staff is requesting be made to the Unified Planning Work Program (UPWP) for FY 2018. She reviewed for the Committee the proposed changes and indicated the pages in the report where additional information could be found.

Mr. Parsons moved to recommend approval of the proposed FY 2018 UPWP Amendment Number One to the Board of Directors. Mr. Humphrey seconded the motion and it was unanimously approved.

E. Performance Measures Subcommittee

Natasha Longpine stated that through the long range planning process, staff has been discussing the performance measures that are required federally. She added that with the long range planning, it was known that as these measures were released, the OTO would be incorporating them in the plan. She stated the first set is regarding safety and the performance measures will need to be submitted by the end of February 2018.

She said these measures will need to be reviewed annually, so staff is requesting a Performance Measures Subcommittee be established. She added these measures will be used to determine planning and prioritization for future long range plans.

The following Committee members volunteered to serve on the Performance Measures Subcommittee: Kirk Juranas, Andrew Seiler, Eva Voss, Randall Brown, and King Coltrin.

Mr. Juranas moved the Technical Planning Committee appoint the above individuals to the Performance Measures Subcommittee. Mr. Miller seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Coltrin announced that a long-time member of the Committee, Larry Martin, had passed away as a result of injuries sustained in a car accident, and provided the schedule for visitation and the funeral.

B. Transportation Issues for Technical Planning Committee Member Review

Kelly Turner noted the Springfield Area Chamber of Commerce has a Visioning subcommittee that is looking to the future needs and possibilities of Springfield. He stated one of the areas of discussion is the Trail system. He suggested staff might discuss with them the findings of OTO's study.

Adam Humphrey provided a brief update on the Kansas extension project and timeline for beginning construction.

C. Articles for Technical Planning Committee Member Information

Mr. Coltrin noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

Adjournment

With no additional business to come before the Committee, the meeting adjourned at approximately 2:10 p.m.

TAB 2

Brenda Cirtin

From: Juranas, Kirk <kjuranas@springfieldmo.gov>
Sent: Monday, November 06, 2017 2:08 PM
To: Brenda Cirtin
Subject: RE: Elfindale

Plan is to patch existing road this fall and winter with an overlay planned in the spring 2018.

Kirk Juranas, P.E.
Assistant Director of Public Works
(417) 864-1938



From: Brenda Cirtin [mailto:bcirtin@ozarkstransportation.org]
Sent: Thursday, November 2, 2017 12:14 PM
To: Juranas, Kirk <kjuranas@springfieldmo.gov>
Subject: Elfindale

Brenda M. Cirtin
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Comment

From: Comment
Sent: Wednesday, November 01, 2017 9:04 AM
To: Mr. Kirk Juranas
Subject: FW: Street repairs

fyi

From: Peacock, Linda K [mailto:LindaPeacock@MissouriState.edu]
Sent: Tuesday, October 31, 2017 1:30 PM
To: Comment <comment@ozarkstransportation.org>
Subject: Street repairs

Please consider repaving Elfindale between Fort and Kansas Expressway. Since the Developmental Center of the Ozarks has consolidated all of their services in the one three story location, a new day care center has opened, the Infinity School has opened and a major Veterinary Hospital has relocated to the street the traffic has taken a toll on the pavement, making for a very bumpy ride.

Thank you for your consideration.

Linda Peacock

October 30, 2017

Ozarks Transportation Organization
2208 W. Chesterfield Blvd, Suite 101
Springfield, MO 65807

Dear Members:

This letter is in regard to the fixing of Elfindale street between Fort Street and Kansas Expressway.

Two years ago I became a resident of senior living here at Creekside at Elfindale, 1707 W. Elfindale, #56, Springfield, MO 65807. I have enjoyed living here every day. One of the reasons is that we partake in many activities. Many of these activities involve short trips, by bus. in the Springfield area or down to Branson.

Unfortunately, one (bump) of the less enjoyable (bump) side effects (bump) is the number of bumps (bump, bump) to be endured getting to and back from our destinations (bump) by way of Elfindale Street. There is no other way into the Crossings area but by Elfindale Street between Fort Street and Kansas Expressway. It also makes a difference as to the severity of the bumps if you are in a car, van or bus.

Any thing you can do to correct and improve the condition of Elfindale Street will be greatly appreciated, I know, by the residents of Creekside at Elfindale.

Thank you.

Sincerely,



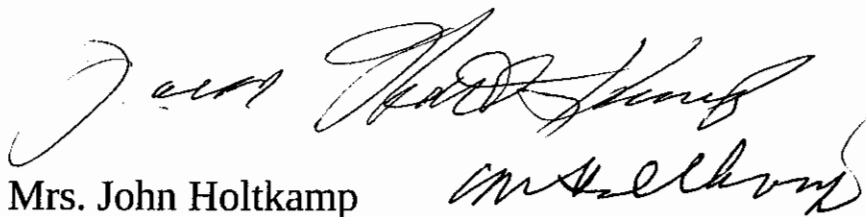
Neva L. Wortman
1707 West Elfindale, #56
Springfield, MO 65807

nw

pOzarks Transportation Organization
2208 W. Chestnut Blvd.
Sucre 101
Spfld. 65807

I am writing to complain about 2 streets. The street between W. Sun chine & Elfin-dale needs help. But the worst street is Ellfindale between For street & Kansas Exp. Someone told me that street has been terrible for 7 yrs.!!

Sincerely,

A handwritten signature in cursive script, appearing to read "John Holtkamp".

Mr. & Mrs. John Holtkamp
1707 W. Elfindale #44
Spfld. 65807
417-883-7743

Comment

From: Comment
Sent: Friday, October 27, 2017 9:11 AM
To: Mr. Kirk Juranas
Subject: FW: Suggestions for road repair

Another one.

From: annek1959@aol.com [mailto:annek1959@aol.com]
Sent: Thursday, October 26, 2017 3:42 PM
To: Comment <comment@ozarkstransportation.org>
Subject: Suggestions for road repair

Would you please consider repair and resurface of West Elfindale Street, which runs east/west from Fort Street to Kansas Expressway. West Elfindale Street is one block south of W. Sunshine.

We have lived here for four years and there has not been improvement on this road in that time. There have been additional businesses added, which has increased traffic load, and Cornerstone Church is on the north side which adds to the traffic load.

Your consideration of this request will be sincerely appreciated.

Anne K. Henry

Gene & Jo Anne Waite
1717 W. Elfindale 1B
Springfield, MO 65807


October 26, 2017

Ozarks Transportaion Organization
2208 W. Chesterfield Blvd. Suite 101
Springfield, MO 65807

The Elfindale Street is in need of great repair. We would appreciate consideration to repair this street that has been needing repair for several years. Most neighborhoods and business would not have waited so long to have made such a request.

Please make this a priority for the city of Springfield.

Sincerely,



Gene Waite

Comment

From: Comment
Sent: Monday, October 23, 2017 12:08 PM
To: Mr. Kirk Juranas
Subject: FW: [] Please moderate: "Public Input: FY 2019-2022 Transportation Improvement Program"

These were made on our "Give Us Your Input" site.

Brenda M. Cirtin
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org

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

From: WordPress [mailto:wordpress@giveusyourinput.org]
Sent: Friday, October 20, 2017 4:03 PM
To: Comment <comment@ozarkstransportation.org>
Subject: [] Please moderate: "Public Input: FY 2019-2022 Transportation Improvement Program"

A new comment on the post "Public Input: FY 2019-2022 Transportation Improvement Program" is waiting for your approval <http://giveusyourinput.org/uncategorized/public-input-fy-2019-2022-transportation-improvement-program-2/>

Author: Mary Seckler (IP: 108.230.191.52, 108.230.191.52)

Email: meseckler62@outlook.com

URL:

Comment:

ELFINDALE STREET BETWEEN FORT & KAANSAS IS HORRIBLY BUMPY. IT BORDERS THE CREEKSIDE RETIREMENT COMMUNITY. PLUS IT SEEMS TO BE LAST ON THE LIST FOR CLEANING DURING ICE/SNOW SEASON.

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=3570#wpbody-content>

Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=3570#wpbody-content>

Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=3570#wpbody-content>

Currently 1,364 comments are waiting for approval. Please visit the moderation panel:

http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

Comment

From: Comment
Sent: Thursday, October 19, 2017 9:42 AM
To: Mr. Kirk Juranas
Subject: FW: ELFINDALE STREET

fyi

From: Donald Cox [mailto:wakawcox@sbcglobal.net]
Sent: Wednesday, October 18, 2017 2:45 PM
To: Comment <comment@ozarkstransportation.org>
Subject: ELFINDALE STREET

My wife and I moved to Creekside in April 1996. We own a condo in the Villas, a section of Creekside Retirement Center. Our condo backs up to Elfindale street. Twenty one years ago traffic was tolerable on Elfindale but since then many businesses have opened up along Elfindale, increasing Elfindale's traffic. Also with more eating establishments between Elfindale and Sunshine St. there have been many more 18 wheelers bringing food supplies each day.

Gold Mountain Communications has now occupied a large space in the strip mall between Elfindale and Sunshine. They drive cars and motorcycles and park them on our side of their business, thus using Elfindale to come to work.

It seems with each new businesses that opens, they tend to dig a trench on Elfindale for utility hook up. Thus Elfindale has become like a washboard. YES, Elfindale really needs to be resurfaced.

Only down side to resurfacing, there will be more motorcycles doing wheelies and cars racing on the smooth surface than is being done now. Another thing that might be considered is to make it illegal for a vehicle with more than four axles to use Elfindale.

Have a great day
-Donald A. Cox
1717 West Elindale Unit 5-A
Springfield, MO 65807
417-832-0606

Comment

From: Comment
Sent: Tuesday, October 17, 2017 12:23 PM
To: Mr. Kirk Juranas
Subject: FW: Resurface Elfindale Street

fyi

From: Sandra Anderson [mailto:sanander@att.net]
Sent: Monday, October 16, 2017 9:45 PM
To: Comment <comment@ozarkstransportation.org>
Subject: Resurface Elfindale Street

Please, please, please resurface West Elfindale Street running East to West from Fort Street on the East to Kansas Expressway on the West. This is the only "open" entry into Creekside @ Elfindale where over 140 people reside and drive and another 75 or more are passengers. This community is made up of civic-minded individuals who take an active interest in the welfare and the reputation of our fair city. It is an embarrassment, as well as physically jarring, for family and friends (and residents) to suffer this bump induced pathway in order to reach our homes. A large majority of us have been tax paying Springfieldians for years. Please take our input seriously.

Thank you,

Sandy J. Anderson
1707 West Elfindale Street
#58
Springfield, Mo 65807

Comment

From: Comment
Sent: Wednesday, October 11, 2017 8:58 AM
To: Mr. Kirk Juranas
Subject: FW:

fyi

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

From: Jackie Bright [mailto:jbright@vhsmail.com]
Sent: Tuesday, October 10, 2017 9:52 PM
To: Comment <comment@ozarkstransportation.org>
Subject:

I work at creekside at Elfindale. Myself along with community members and potential new community members. Drive on this road on a daily basis. I have heard lots of complaints about how hard it is on peoples cars hitting the potholes. And how hard it is on cars in general. We will be building an assisted living at the corner of Elfindale and fort in the near future and it would be so nice to have this road repaired for the expected high traffic now and in the future. I am a tax payer and would like to know that my tax dollars are being spent on something that is needed and we can actually see that our money is going to a great project and for much needed repairs. Sincerely Jackie Bright.
Sent from my iPhone

Comment

From: Comment
Sent: Tuesday, October 10, 2017 10:48 AM
To: Mr. Dan Smith ; Mr. Kirk Juranas
Subject: FW: Concern

Gentlemen,

I believe this is your area of expertise! I will let him know I forwarded it to you for a response.

Brenda M. Cirtin
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org



OZARKS TRANSPORTATION ORGANIZATION
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From: Kevin Rusenstrom [mailto:krusenstrom@vhsmail.com]
Sent: Tuesday, October 10, 2017 10:39 AM
To: Comment <comment@ozarkstransportation.org>
Subject: Concern

Good day, I'm sharing a concern for the Elfindale Street between S. Fort and S. Kansas Expressway. Very rough road, be great to have updated.

We have many residents/family/team members drive it daily.

Thanks for considering.

Kevin Ruseristrom
Executive Director
Creeside at Elfindale Retirement Community
1601 S. Fort
Springfield, Missouri 65807
417-831-3828

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 11/15/2017; ITEM II.A.

Administrative Modification One to the FY 2018-2021 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modification One to the FY 2018-2021 Transportation Improvement Program.

1. Republic Road and Repmo Drive/FR 103 Intersection

From RP1801-17A2 to RP1801-18AM1

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

Moving funding from FY 2018 to FY 2019 for the same programmed amount of \$1,748,040.

2. Route 65 Guardrail Improvements N. of Kearney and S. of Sunshine

From SP1704 to SP1704-18AM1 and SP1814-18AM1

Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each category of the combined project remains intact and the overall scope of work intended to be accomplished does not change AND

Changes in a project's programmed amount less than 15 percent:

Splitting the Guardrail Improvements into two projects –

- a. *SP1704-18AM1 is now Guardrail Improvements from Sunshine to JRF for a total programmed amount of \$573,000.*
- b. *SP1814-18AM1 is now Guardrail Improvements on Rte. 65 from Valley Water Mill to Kearney for a total programmed amount of \$265,000. The change in funding amount is due to the move of funding into the current year of the TIP meaning the cost estimates are no longer inflated.*

3. Route 65 Pavement Improvements N. of Kearney and S. of Sunshine

From SP1705 to SP1705-18AM1 and SP1813-18AM1

Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each category of the combined project remains intact and the overall scope of work intended to be accomplished does not change AND

Changes in a project's programmed amount less than 15 percent:

Splitting the Pavement Improvements into two projects –

- a. *SP1705-18AM1 is now Pavement Improvements from Sunshine to JRF for a total programmed amount of \$7,649,000.*
- b. *SP1813-18AM1 is now Pavement Improvements on Rte. 65 from Valley Water Mill to Kearney for a total programmed amount of \$2,184,000. The change in funding amount is due to the move of funding into the current year of the TIP meaning the cost estimates are no longer inflated.*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action. Informational only.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

6 November 2017

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

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2018-2021 Transportation Improvement Program (TIP) on November 6, 2017. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG



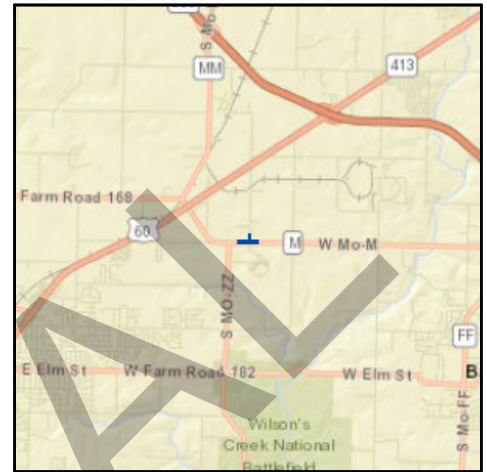
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1801-17A2 **REPUBLIC ROAD AND REPMO DRIVE/FR103 INTERSECTION**

Route M
From Route M
To FR 103/Repmo Drive
Location Greene County
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
Bike/Ped Plan? Yes **EJ?**
STIP # 8P3088D
Federal ID # S601061



Project Description

Roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (SAFETY)	Federal	ENG	\$168,300	\$0	\$0	\$0	\$168,300
MoDOT	State	ENG	\$18,700	\$0	\$0	\$0	\$18,700
FHWA (SAFETY)	Federal	ROW	\$96,300	\$0	\$0	\$0	\$96,300
MoDOT	State	ROW	\$10,700	\$0	\$0	\$0	\$10,700
FHWA (SAFETY)	Federal	CON	\$439,956	\$0	\$0	\$0	\$439,956
FHWA (STBG-U)	Federal	CON	\$772,160	\$0	\$0	\$0	\$772,160
LOCAL	Local	CON	\$193,040	\$0	\$0	\$0	\$193,040
MoDOT	State	CON	\$48,884	\$0	\$0	\$0	\$48,884
Totals			\$1,748,040	\$0	\$0	\$0	\$1,748,040

Notes

Non-Federal Funding Source: State Transportation Revenues; City of Republic; Republic R-3 School District Cost Share

FYI: \$772,160 STBG-Urban Funds; \$114,170 City of Republic Funds, \$78,870 Republic R-3 Funds

Prior Cost	\$174,000
Future Cost	\$0
Total Cost	\$1,922,040



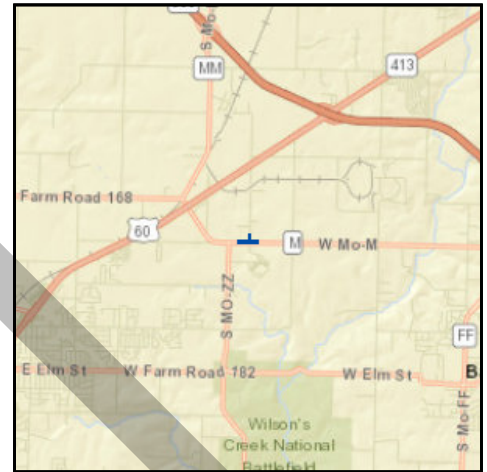
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1801-18AM1 REPUBLIC ROAD AND REPMO DRIVE/FR103 INTERSECTION

Route Rte. M
From Rte. M
To FR 103/Repmo Drive
Location Greene County
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
Bike/Ped Plan? Yes **EJ?**
STIP # 8P3088D
Federal ID # S601061



Project Description

Roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (SAFETY)	Federal	ENG	\$16,200	\$152,100	\$0	\$0	\$168,300
MoDOT	State	ENG	\$1,800	\$16,900	\$0	\$0	\$18,700
FHWA (SAFETY)	Federal	ROW	\$96,300	\$0	\$0	\$0	\$96,300
MoDOT	State	ROW	\$10,700	\$0	\$0	\$0	\$10,700
FHWA (SAFETY)	Federal	CON	\$0	\$439,956	\$0	\$0	\$439,956
FHWA (STBG-U)	Federal	CON	\$0	\$772,160	\$0	\$0	\$772,160
LOCAL	Local	CON	\$0	\$193,040	\$0	\$0	\$193,040
MoDOT	State	CON	\$0	\$48,884	\$0	\$0	\$48,884
Totals			\$125,000	\$1,623,040	\$0	\$0	\$1,748,040

Notes

Non-Federal Funding Source: State Transportation Revenues; City of Republic; Republic R-3 School District Cost Share

FYI: \$772,160 STBG-Urban Funds; \$114,170 City of Republic Funds, \$78,870 Republic R-3 Funds

Prior Cost \$174,000
Future Cost \$0
Total Cost \$1,922,040



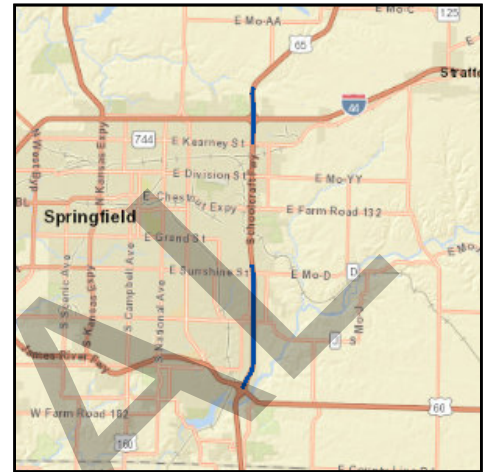
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1704 ROUTE 65 GUARDRAIL IMPROVEMENTS N. OF KEARNEY AND S. OF SUNSHINE

Route Rte. 65
From Valley Water Mill Rd to Kearney
To Sunshine to JRF
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8P3079B
Federal ID # 0652102



Project Description

Guardrail improvements on Rte. 65 from 0.1 miles north of Valley Water Mill Rd. to Kearney St. (Rte. 744) and from 0.3 miles north on Sunshine St. (Rte. D) to James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$59,200	\$0	\$0	\$67,200
MoDOT	State	ENG	\$2,000	\$14,800	\$0	\$0	\$16,800
FHWA (NHPP)	Federal	CON	\$0	\$605,600	\$0	\$0	\$605,600
MoDOT	State	CON	\$0	\$151,400	\$0	\$0	\$151,400
Totals			\$10,000	\$831,000	\$0	\$0	\$841,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$2,000
Future Cost \$0
Total Cost \$843,000



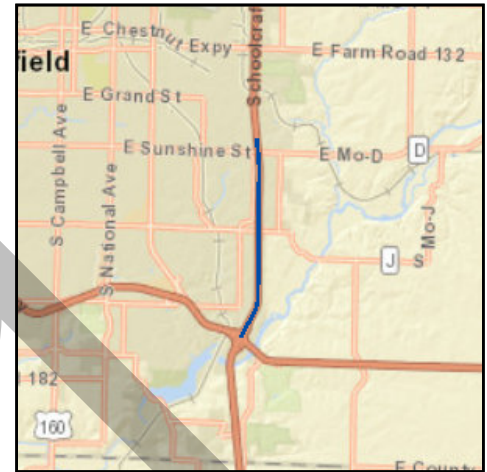
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1704-18AM1 ROUTE 65 GUARDRAIL IMPROVEMENTS FROM SUNSHINE TO JRF

Route Rte. 65
From 0.3 mi. north of Sunshine
To JRF
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? EJ? Yes
STIP # 8P3079B
Federal ID # 0652102



Project Description

Guardrail improvements on Rte. 65 from 0.3 miles north on Sunshine St. (Rte. D) to James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$40,800	\$0	\$0	\$48,800
MoDOT	State	ENG	\$2,000	\$10,200	\$0	\$0	\$12,200
FHWA (NHPP)	Federal	CON	\$0	\$409,600	\$0	\$0	\$409,600
MoDOT	State	CON	\$0	\$102,400	\$0	\$0	\$102,400
Totals			\$10,000	\$563,000	\$0	\$0	\$573,000

Notes

Non-Federal Funding Source: State Transportation Revenues.

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$575,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1814-18AM1 GUARDRAIL IMPROVEMENTS ON RTE. 65 FROM VALLEY WATER MILL TO KEARNEY

Route Rte. 65
From Valley Water Mill Rd.
To Kearney St.

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

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

STIP # 8P3079C

Federal ID #

Project Description

Guardrail improvements on Rte. 65 from 0.1 mi. north of Valley Water Mill Rd. to Kearney St. (Rte. 744).



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$21,600	\$0	\$0	\$0	\$21,600
MoDOT	State	ENG	\$5,400	\$0	\$0	\$0	\$5,400
FHWA (NHPP)	Federal	CON	\$190,400	\$0	\$0	\$0	\$190,400
MoDOT	State	CON	\$47,600	\$0	\$0	\$0	\$47,600
Totals			\$265,000	\$0	\$0	\$0	\$265,000

Notes

Non-Federal Funding Source: State Transportation Revenues.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$265,000



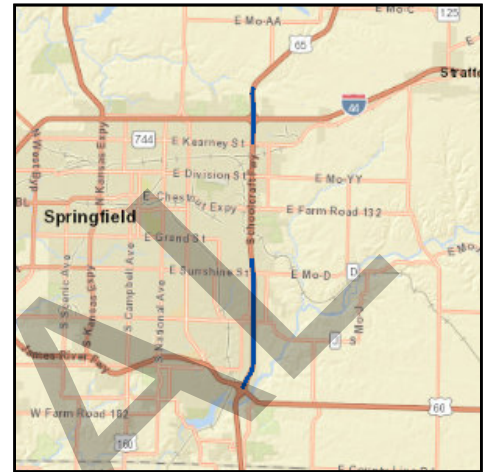
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1705 ROUTE 65 PAVEMENT IMPROVEMENTS N. OF KEARNEY AND S. OF SUNSHINE

Route Rte. 65
From Valley Water Mill Rd to Kearney
To Sunshine to JRF
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8P3080
Federal ID # 0652103



Project Description

Pavement improvements on Rte. 65 from 0.1 miles north of Valley Water Mill Rd. to Kearney St. (Rte. 744) and from 0.5 miles north on Sunshine St. (Rte. D) to James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$108,000	\$473,600	\$0	\$0	\$581,600
MoDOT	State	ENG	\$27,000	\$118,400	\$0	\$0	\$145,400
FHWA (NHPP)	Federal	CON	\$0	\$7,297,600	\$0	\$0	\$7,297,600
MoDOT	State	CON	\$0	\$1,824,400	\$0	\$0	\$1,824,400
Totals			\$135,000	\$9,714,000	\$0	\$0	\$9,849,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$10,000
Future Cost	\$0
Total Cost	\$9,859,000



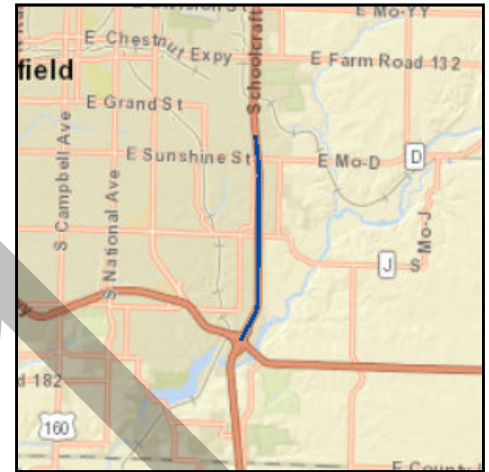
Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1705-18AM1 ROUTE 65 PAVEMENT IMPROVEMENTS FROM SUNSHINE TO JRF

Route Rte. 65
From 0.5 mi. south of Sunshine
To JRF
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8P3080
Federal ID # 0652103



Project Description

Pavement improvements on Rte. 65 from 0.5 miles south of Sunshine St. (Rte. D) to James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$108,000	\$377,600	\$0	\$0	\$485,600
MoDOT	State	ENG	\$27,000	\$94,400	\$0	\$0	\$121,400
FHWA (NHPP)	Federal	CON	\$0	\$5,633,600	\$0	\$0	\$5,633,600
MoDOT	State	CON	\$0	\$1,408,400	\$0	\$0	\$1,408,400
Totals			\$135,000	\$7,514,000	\$0	\$0	\$7,649,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$10,000
Future Cost	\$0
Total Cost	\$7,659,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1813-18AM1 RTE. 65 PAVEMENT IMPROVEMENTS FROM VALLEY WATER MILL TO KEARNEY

Route Rte. 65
From 0.1 mi. north of Valley Water Mill
To Kearney
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** **Yes**
STIP # 8P3080B
Federal ID #



Project Description

Pavement improvements on Rte. 65 from 0.1 mi. north of Valley Water Mill Rd. to Kearney St. (Rte. 744).

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$132,000	\$0	\$0	\$0	\$132,000
MoDOT	State	ENG	\$33,000	\$0	\$0	\$0	\$33,000
FHWA (NHPP)	Federal	CON	\$1,615,200	\$0	\$0	\$0	\$1,615,200
MoDOT	State	CON	\$403,800	\$0	\$0	\$0	\$403,800
Totals			\$2,184,000	\$0	\$0	\$0	\$2,184,000

Notes

Non-Federal Funding Source: State Transportation Revenues.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,184,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$2,100,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$0	\$457,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$572,000
CC1702	\$0	\$196,000	\$0	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
CC1803-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$0	\$225,149
GR1701	\$0	\$0	\$0	\$688,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$0	\$855,000
GR1703	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$0	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0	\$0	\$19,000
GR1706	\$0	\$0	\$0	\$415,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0	\$0	\$519,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1802-18	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$0	\$0	\$105,000
GR1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$247,200	\$0	\$0	\$0	\$1,236,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036,800	\$0	\$0	\$0	\$759,200	\$0	\$0	\$0	\$3,796,000
MO1705	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1708	\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$180,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1710-17A2	\$0	\$0	\$0	\$105,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,400	\$0	\$0	\$0	\$132,000
MO1711	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1713	\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,300	\$0	\$0	\$0	\$3,463,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1716	\$315,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$117,800	\$0	\$0	\$0	\$982,750
MO1717	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$140,000
MO1806-18	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$90,000
MO1807-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$103,500	\$0	\$0	\$115,000
MO1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$197,100	\$0	\$0	\$219,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$964,000	\$0	\$0	\$0	\$580,000	\$0	\$0	\$0	\$1,544,000
NX1702	\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0	\$0	\$1,287,000
NX1703	\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0	\$235,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$0	\$17,200	\$0	\$0	\$0	\$86,000
NX1801-17A2	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,600	\$0	\$0	\$13,600	\$9,400	\$0	\$0	\$0	\$115,000
OK1401-17A2	\$0	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$0	\$138,000
OK1701	\$0	\$0	\$0	\$161,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,400	\$0	\$0	\$0	\$202,000
OK1702	\$0	\$0	\$0	\$3,068,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,924	\$562,276	\$0	\$0	\$0	\$3,836,000
OK1703	\$0	\$0	\$0	\$5,981,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,495,400	\$0	\$0	\$0	\$7,477,000
OK1801-17A2	\$1,716,720	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$364,020	\$0	\$0	\$0	\$3,966,000
OK1802-17A5	\$626,722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,959	\$0	\$0	\$580,494	\$489,626	\$0	\$0	\$96,749	\$2,368,550	
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1702	\$0	\$7,000	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,800	\$0	\$0	\$0	\$239,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-18AM1	\$0	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$0	\$0	\$125,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018 Continued																		
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1106	\$154,525	\$0	\$0	\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,631	\$69,221	\$0	\$0	\$0	\$539,259
SP1112	\$1,110,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$166,134	\$0	\$0	\$748,373	\$0	\$0	\$0	\$3,908,000
SP1122	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$0	\$253,000	\$0	\$0	\$0	\$1,265,000
SP1209	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960	\$0	\$0	\$0	\$0	\$4,800
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,600	\$0	\$0	\$0	\$30,400	\$0	\$0	\$0	\$152,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$160,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$0	\$394,000
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$27,000	\$0	\$0	\$0	\$135,000
SP1707	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1803-18	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1804-18	\$0	\$0	\$0	\$620,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$775,000
SP1805-18	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
SP1806-18	\$0	\$0	\$0	\$0	\$851,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,600	\$0	\$0	\$0	\$946,000
SP1807-18	\$0	\$184,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,500	\$0	\$0	\$0	\$205,000
SP1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,800	\$0	\$0	\$0	\$13,200	\$0	\$0	\$0	\$66,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1810-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,742,400	\$0	\$0	\$0	\$435,600	\$0	\$0	\$0	\$2,178,000
SP1811-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1812-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1813-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$0	\$436,800	\$0	\$0	\$0	\$2,184,000
SP1814-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$53,000	\$0	\$0	\$0	\$265,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
WI1801-18	\$0	\$0	\$0	\$532,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$0	\$0	\$665,000
SUBTOTAL	\$8,334,180	\$4,047,800	\$1,600	\$16,786,402	\$981,200	\$0	\$0	\$0	\$574,959	\$14,390,398	\$166,134	\$580,494	\$2,575,183	\$9,094,090	\$0	\$302,200	\$96,749	\$57,931,389
	\$0																	
2019																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$1,240,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,200	\$0	\$0	\$0	\$1,551,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$0	\$7,634,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0	\$0	\$9,543,000
GR1703	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR1704	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
GR1705	\$0	\$76,000	\$0	\$225,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,400	\$0	\$0	\$0	\$377,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$511,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,800	\$0	\$0	\$0	\$639,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1717	\$324,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000	\$117,800	\$0	\$0	\$0	\$994,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2019 Continued																		
MO1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$1,364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$0	\$1,705,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221,600	\$0	\$0	\$0	\$55,400	\$0	\$0	\$0	\$277,000
NX1702	\$0	\$0	\$0	\$5,335,200	\$0	\$0	\$0	\$0	\$0	\$256,800	\$0	\$0	\$0	\$1,398,000	\$0	\$0	\$0	\$6,990,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,148,800	\$0	\$0	\$0	\$1,037,200	\$0	\$0	\$0	\$5,186,000
NX1801-17A2	\$848,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,114	\$0	\$0	\$212,121	\$186,279	\$0	\$0	\$0	\$1,992,000
NX1802-18	\$290,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,732	\$0	\$0	\$0	\$0	\$363,660
OK1401-17A2	\$1,101,726	\$0	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$277,749	\$0	\$0	\$0	\$2,765,904
OK1701	\$0	\$835,000	\$0	\$3,897,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,183,200	\$0	\$0	\$0	\$5,916,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$160,498	\$135,375	\$0	\$0	\$0	\$26,750	\$654,868
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$28,600	\$0	\$0	\$0	\$143,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-18AM1	\$772,160	\$592,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,040	\$65,784	\$0	\$0	\$0	\$1,623,040
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$0	\$14,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,400	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$563,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,011,200	\$0	\$0	\$0	\$1,502,800	\$0	\$0	\$0	\$7,514,000
SP1707	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$40,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$73,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$92,000
SP1805-18	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$16,000
SP1807-18	\$0	\$1,774,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,200	\$0	\$0	\$0	\$1,972,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
SP1901-18	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$200,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1801-18	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,425,000	\$0	\$0	\$0	\$7,125,000
SUBTOTAL	\$3,510,578	\$3,492,056	\$73,600	\$27,584,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,709,114	\$0	\$160,498	\$1,211,482	\$10,904,812	\$20,000	\$11,200	\$26,750	\$61,061,387
2020																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,800	\$0	\$0	\$0	\$165,200	\$0	\$0	\$0	\$826,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1601	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313,600	\$0	\$0	\$0	\$78,400	\$0	\$0	\$0	\$392,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000
GR1703	\$0	\$0	\$0	\$113,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,400	\$0	\$0	\$0	\$142,000
GR1704	\$0	\$242,000	\$0	\$417,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$824,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$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	\$0	\$0	\$0	\$2,745,600	\$0	\$0	\$0	\$686,400	\$0	\$0	\$0	\$3,432,000
GR1805-18	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$0	\$788,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$0	\$0	\$985,000
MO1710-17A2	\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416,000	\$0	\$0	\$0	\$2,080,000
MO1711	\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087,400	\$0	\$0	\$0	\$5,437,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$0	\$42,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$0	\$179,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020 Continued																		
MO1804-18	\$332,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$117,800	\$0	\$0	\$0	\$1,004,000
MO1806-18	\$0	\$0	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$0	\$1,801,000
MO2001-18	\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$1,126,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$0	\$7,973,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$0	\$205,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$463,200	\$0	\$0	\$0	\$2,316,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$841,600	\$0	\$1,052,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1707	\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$0	\$740,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,800	\$0	\$0	\$0	\$224,200	\$0	\$0	\$0	\$1,121,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,000	\$0	\$0	\$0	\$166,000	\$0	\$0	\$0	\$830,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0	\$0	\$982,000
SP1805-18	\$0	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$0	\$1,679,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$2,450,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$9,594,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,823,200	\$0	\$0	\$364,000	\$7,492,100	\$0	\$841,600	\$0	\$40,551,900
2021																		
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$0	\$4,492,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1712	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
MO1714	\$0	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0	\$1,168,800	\$0	\$0	\$0	\$5,844,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO2001-18	\$0	\$54,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,100	\$6,100	\$0	\$0	\$0	\$156,100
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$0	\$0	\$0	\$0	\$425,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,492,000	\$0	\$0	\$0	\$623,000	\$0	\$0	\$0	\$3,115,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$6,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$550,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$180,100	\$3,137,600	\$0	\$0	\$0	\$15,122,100
GRAND TOTAL	\$13,636,758	\$10,298,556	\$860,800	\$54,252,400	\$2,564,700	\$180,000	\$6,400	\$963,132	\$733,926	\$54,005,112	\$166,134	\$740,992	\$4,330,765	\$30,628,602	\$20,000	\$1,155,000	\$123,499	\$174,666,776

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 11/15/2017; ITEM II.B.

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

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

AGENDA DESCRIPTION:

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

1. *Revised* Bridge Replacement, Bridge #1670228 (GR11601-18A2)
Moving the project forward from 2017 to 2018 with the same programmed amount of \$400,000.
2. *New* Route 160 and South Street (NX1803-18A2)
Adding scoping for intersection improvements at Route 160 and South Street for a total programmed amount of \$216,000.
3. *New* Kearney and West Bypass (SP1815-18A2)
Adding scoping for intersection improvements at West Bypass and Kearney Street for a total programmed amount of \$174,000.
4. *New* Kansas Expressway and Sunset Street (SP1816-18A2)
Adding scoping for intersection improvements on Kansas Expressway at Sunset Street for a total programmed amount of \$169,000.
5. *New* Kansas Expressway and Walnut Lawn (SP1817-18A2)
Adding scoping for intersection improvements on Kansas Expressway at Walnut Lawn for a total programmed amount of \$225,000.
6. *New* Campbell and Republic Road Intersection (SP1818-18A2)
Adding a project for review of design for intersection improvements for a total programmed amount of \$10,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

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

OR

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



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR1601-18A2 BRIDGE REPLACEMENT, BRIDGE #1670228

Route Farm Road 167

From Farm Road 167

To Farm Road 167

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category BRO

MoDOT Funding Category N/A

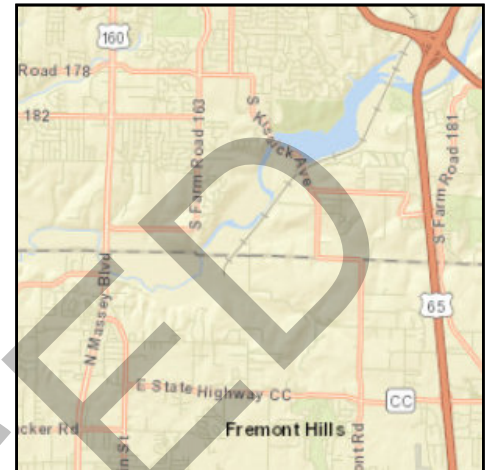
Bike/Ped Plan? EJ? Yes

STIP # 1670228

Federal ID # B039036

Project Description

Replace existing bridge and upgrade approaches.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (BRO)	Federal	CON	\$320,000	\$0	\$0	\$0	\$320,000
LOCAL	Local	CON	\$80,000	\$0	\$0	\$0	\$80,000
Totals			\$400,000	\$0	\$0	\$0	\$400,000

Notes

Source of Local Funds: Greene County Road and Bridge Fund.

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



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1601 BRIDGE REPLACEMENT, BRIDGE #1670228

Route Farm Road 167

From Farm Road 167

To Farm Road 167

Location/Agency Greene County

Federal Agency FHWA

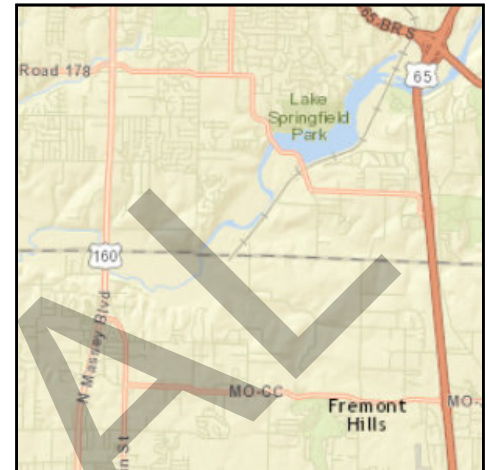
Responsible Agency Greene County

Federal Funding Category BRO

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Replace existing bridge and upgrade approaches.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (BRO)	Federal	CON	\$320,000	\$0	\$0	\$0	\$320,000
LOCAL	Local	CON	\$80,000	\$0	\$0	\$0	\$80,000
Totals			\$400,000	\$0	\$0	\$0	\$400,000

Notes

Source of Local Funds: Greene County Road and Bridge Fund.

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

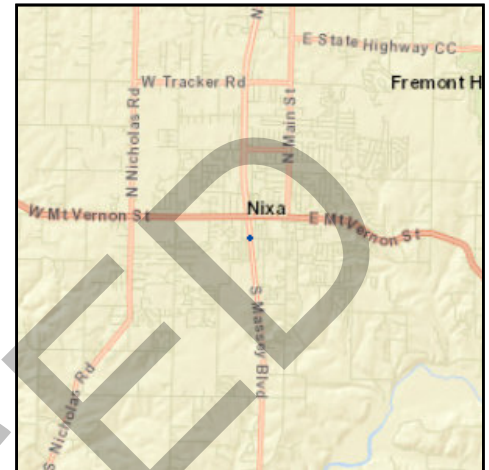


Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX1803-18A2 **ROUTE 160 AND SOUTH STREET**
Route 160
From Route 160
To South Street
Location City of Nixa
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3087B
Federal ID #



Project Description

Scoping for intersection improvements on Massey Boulevard (Route 160) and South Street in Nixa.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$76,800	\$16,000	\$0	\$172,800
LOCAL	Local	ENG	\$0	\$19,200	\$0	\$0	\$19,200
MoDOT	State	ENG	\$20,000	\$0	\$4,000	\$0	\$24,000
Totals			\$100,000	\$96,000	\$20,000	\$0	\$216,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$216,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1815-18A2 **KEARNEY AND WEST BYPASS**
Route US 160
From US 160
To MO 744
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3087D
Federal ID #



Project Description

Scoping for intersection improvements at West Bypass (Route 160) and Kearney Street (Route 744) in Springfield.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$60,000	\$60,000	\$19,200	\$0	\$139,200
LOCAL	Local	ENG	\$15,000	\$0	\$0	\$0	\$15,000
MoDOT	State	ENG	\$0	\$15,000	\$4,800	\$0	\$19,800
Totals			\$75,000	\$75,000	\$24,000	\$0	\$174,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$174,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1816-18A2 **KANSAS EXPRESSWAY AND SUNSET STREET**

Route MO 13

From MO 13

To Sunset Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

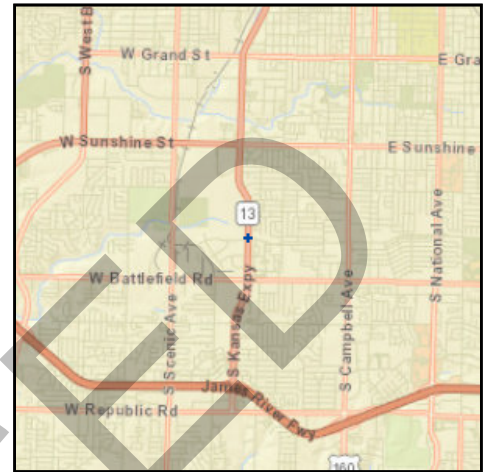
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087E

Federal ID #

Project Description

Scoping for intersection improvements on Kansas Expressway (Route 13) at Sunset Street in Springfield.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$60,000	\$67,200	\$8,000	\$0	\$135,200
MoDOT	State	ENG	\$15,000	\$16,800	\$2,000	\$0	\$33,800
Totals			\$75,000	\$84,000	\$10,000	\$0	\$169,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$169,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1817-18A2 **KANSAS EXPRESSWAY AND WALNUT LAWN**

Route MO 13

From MO 13

To Walnut Lawn Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

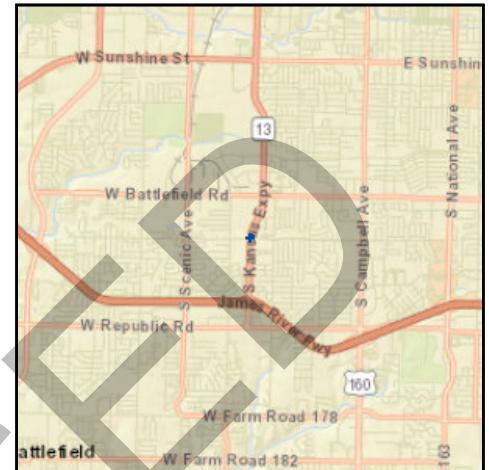
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087F

Federal ID #

Project Description

Scoping for intersection improvements on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$80,000	\$20,000	\$0	\$180,000
MoDOT	State	ENG	\$20,000	\$20,000	\$5,000	\$0	\$45,000
Totals			\$100,000	\$100,000	\$25,000	\$0	\$225,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$225,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route Campbell Avenue

From Campbell Avenue

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

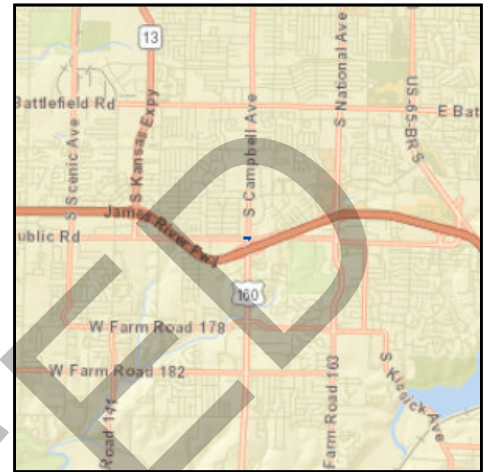
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087C

Federal ID #

Project Description

Review of design for intersection improvements.



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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$2,100,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$0	\$457,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$572,000
CC1702	\$0	\$196,000	\$0	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
CC1803-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$0	\$225,149
GR1601-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$400,000
GR1701	\$0	\$0	\$0	\$688,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$0	\$855,000
GR1703	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$0	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0	\$0	\$19,000
GR1706	\$0	\$0	\$0	\$415,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0	\$0	\$519,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1802-18	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$0	\$0	\$105,000
GR1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$247,200	\$0	\$0	\$0	\$1,236,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036,800	\$0	\$0	\$0	\$759,200	\$0	\$0	\$0	\$3,796,000
MO1705	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1708	\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$180,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1710-17A2	\$0	\$0	\$0	\$105,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,400	\$0	\$0	\$0	\$132,000
MO1711	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1713	\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,300	\$0	\$0	\$0	\$3,463,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1716	\$315,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$117,800	\$0	\$0	\$0	\$982,750
MO1717	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$140,000
MO1806-18	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$90,000
MO1807-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$103,500	\$0	\$115,000
MO1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$964,000	\$0	\$0	\$0	\$580,000	\$0	\$0	\$0	\$1,544,000
NX1702	\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0	\$0	\$1,287,000
NX1703	\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0	\$235,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$0	\$17,200	\$0	\$0	\$0	\$86,000
NX1801-17A2	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,600	\$0	\$0	\$13,600	\$9,400	\$0	\$0	\$0	\$115,000
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
OK1401-17A2	\$0	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$0	\$138,000
OK1701	\$0	\$0	\$0	\$161,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,400	\$0	\$0	\$0	\$202,000
OK1702	\$0	\$0	\$0	\$3,068,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,924	\$562,276	\$0	\$0	\$0	\$3,836,000
OK1703	\$0	\$0	\$0	\$5,981,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,495,400	\$0	\$0	\$0	\$7,477,000
OK1801-17A2	\$1,716,720	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$364,020	\$0	\$0	\$0	\$3,966,000
OK1802-17A5	\$626,722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,959	\$0	\$0	\$580,494	\$489,626	\$0	\$0	\$96,749	\$0	\$2,388,550
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1702	\$0	\$7,000	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,800	\$0	\$0	\$0	\$239,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000

FY 2018 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018 Continued																		
RP1704-17A3	\$0			\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400		\$0	\$0	\$2,000
RP1801-18AM1	\$0	\$112,500		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$0	\$0	\$125,000
SP1106	\$154,525	\$0		\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,631	\$69,221	\$0	\$0	\$0	\$539,259
SP1112	\$1,110,295			\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$166,134	\$0	\$0	\$748,373	\$0	\$0	\$0	\$3,908,000
SP1122	\$0	\$0		\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$0	\$253,000	\$0	\$0	\$0	\$1,265,000
SP1209	\$0	\$0		\$3,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960	\$0	\$0	\$0	\$0	\$4,800
SP1401	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$30,400	\$0	\$0	\$0	\$152,000
SP1419-18A1	\$0	\$0		\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$160,000
SP1701	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$0	\$394,000
SP1704-18AM1	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1705-18AM1	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$27,000	\$0	\$0	\$0	\$135,000
SP1707	\$0	\$0		\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1708	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1802-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1803-18	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1804-18	\$0	\$0	\$0	\$620,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$775,000
SP1805-18	\$0	\$0		\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
SP1806-18	\$0	\$0		\$0	\$851,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,600	\$0	\$0	\$0	\$946,000
SP1807-18	\$0	\$184,500		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,500	\$0	\$0	\$0	\$205,000
SP1808-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$52,800	\$0	\$0	\$0	\$13,200	\$0	\$0	\$0	\$66,000
SP1809-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1810-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,742,400	\$0	\$0	\$0	\$435,600	\$0	\$0	\$0	\$2,178,000
SP1811-18	\$0	\$72,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1812-18	\$0	\$72,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1813-18AM1	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$0	\$436,800	\$0	\$0	\$0	\$2,184,000
SP1814-18AM1	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$53,000	\$0	\$0	\$0	\$265,000
SP1815-18A2	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$75,000
SP1816-18A2	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1817-18A2	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
SP1818-18A2	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1001-17A2	\$0	\$0		\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1701-17AM1	\$873,896			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
WI1801-18	\$0	\$0		\$532,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$0	\$0	\$665,000
SUBTOTAL	\$8,334,180	\$4,047,800	\$1,600	\$16,786,402	\$981,200	\$0	\$0	\$0	\$894,959	\$14,672,798	\$166,134	\$580,494	\$2,670,183	\$9,149,290	\$0	\$300,600	\$96,749	\$58,682,389
\$0																		
2019																		
BA1801-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0		\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
CC1601	\$0	\$900		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1703	\$0	\$0		\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0		\$1,240,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,200	\$0	\$0	\$0	\$1,551,000
CC1802	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
GR1403-18A1	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1701	\$0	\$0		\$7,634,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0	\$0	\$9,543,000
GR1703	\$0	\$0		\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR1704	\$0	\$0		\$38,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
GR1705	\$0	\$76,000		\$225,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,400	\$0	\$0	\$0	\$377,000
GR1707-17A6	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$22,500		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
GR1805-18	\$0	\$0		\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1705	\$0	\$0		\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1709	\$0	\$162,900		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$0	\$181,000
MO1711	\$0	\$0		\$511,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,800	\$0	\$0	\$0	\$639,000
MO1712	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1717	\$324,000	\$0		\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000	\$117,800	\$0	\$0	\$0	\$994,000

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2019 Continued																		
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$1,364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$0	\$1,705,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221,600	\$0	\$0	\$0	\$55,400	\$0	\$0	\$0	\$277,000
NX1702	\$0	\$0	\$0	\$5,335,200	\$0	\$0	\$0	\$0	\$0	\$256,800	\$0	\$0	\$0	\$1,398,000	\$0	\$0	\$0	\$6,990,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,148,800	\$0	\$0	\$0	\$1,037,200	\$0	\$0	\$0	\$5,186,000
NX1801-17A2	\$848,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,114	\$0	\$0	\$212,121	\$186,279	\$0	\$0	\$0	\$1,992,000
NX1802-18	\$290,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,732	\$0	\$0	\$0	\$0	\$363,660
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,800	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$96,000
OK1401-17A2	\$1,101,726	\$0	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$277,749	\$0	\$0	\$0	\$2,765,904
OK1701	\$0	\$835,000	\$0	\$3,897,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,183,200	\$0	\$0	\$0	\$5,916,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$160,498	\$135,375	\$0	\$0	\$26,750	\$0	\$654,868
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$28,600	\$0	\$0	\$0	\$143,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-18AM1	\$772,160	\$592,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,040	\$65,784	\$0	\$0	\$0	\$1,623,040
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$0	\$14,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,400	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$563,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,011,200	\$0	\$0	\$0	\$1,502,800	\$0	\$0	\$0	\$7,514,000
SP1707	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$40,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$73,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$92,000
SP1805-18	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$16,000
SP1807-18	\$0	\$1,774,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,200	\$0	\$0	\$0	\$1,972,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$84,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
SP1818-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1901-18	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$200,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1801-18	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,425,000	\$0	\$0	\$0	\$7,125,000
SUBTOTAL	\$3,510,578	\$3,492,056	\$73,600	\$27,584,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,997,114	\$0	\$160,498	\$1,230,682	\$10,957,612	\$20,000	\$11,200	\$26,750	\$61,421,387
2020																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,800	\$0	\$0	\$0	\$165,200	\$0	\$0	\$0	\$826,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1601	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313,600	\$0	\$0	\$0	\$78,400	\$0	\$0	\$0	\$392,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000
GR1703	\$0	\$0	\$0	\$113,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,400	\$0	\$0	\$0	\$142,000
GR1704	\$0	\$242,000	\$0	\$417,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$824,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745,600	\$0	\$0	\$0	\$686,400	\$0	\$0	\$0	\$3,432,000
GR1805-18	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020 Continued																		
MO1705	\$0	\$0	\$0	\$788,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$0	\$0	\$985,000
MO1710-17A2	\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416,000	\$0	\$0	\$0	\$2,080,000
MO1711	\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087,400	\$0	\$0	\$0	\$5,437,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$0	\$42,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$117,800	\$0	\$0	\$0	\$1,004,000
MO1806-18	\$0	\$0	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$0	\$1,801,000
MO2001-18	\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$1,126,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$0	\$7,973,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$0	\$205,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$463,200	\$0	\$0	\$0	\$2,316,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$841,600	\$0	\$1,052,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1707	\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$0	\$740,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,800	\$0	\$0	\$0	\$224,200	\$0	\$0	\$0	\$1,121,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,000	\$0	\$0	\$0	\$166,000	\$0	\$0	\$0	\$830,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0	\$0	\$982,000
SP1805-18	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$0	\$1,679,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$2,450,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$9,594,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,886,400	\$0	\$0	\$364,000	\$7,507,900	\$0	\$841,600	\$0	\$40,630,900

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT SUMMARY																		
PROJECT	Federal												Local	State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021																		
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$0	\$4,492,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1712	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
MO1714	\$0	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0	\$1,168,800	\$0	\$0	\$0	\$5,844,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO2001-18	\$0	\$54,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,100	\$6,100	\$0	\$0	\$0	\$156,100
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$0	\$0	\$0	\$0	\$425,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,492,000	\$0	\$0	\$0	\$623,000	\$0	\$0	\$0	\$3,115,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$6,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$550,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$180,100	\$3,137,600	\$0	\$0	\$0	\$15,122,100
GRAND TOTAL	\$13,636,758	\$10,298,556	\$860,800	\$54,252,400	\$2,564,700	\$180,000	\$6,400	\$963,132	\$1,053,926	\$54,638,712	\$166,134	\$740,992	\$4,444,965	\$30,752,402	\$20,000	\$1,153,400	\$123,499	\$175,856,776

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	STBG	I/M	130	NHS	BRM	BRO	NHPP	HPP	FEMA						
2018 Funds Programmed	\$8,334,180	\$4,047,800	\$1,600	\$16,786,402	\$981,200	\$0	\$0	\$0	\$894,959	\$14,672,798	\$166,134	\$580,494	\$46,465,567	\$2,670,183	\$9,449,890	\$96,749	\$4,779,389	\$63,461,778
2019 Funds Programmed	\$3,510,578	\$3,492,056	\$73,600	\$27,584,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,997,114	\$0	\$160,498	\$49,175,143	\$1,230,682	\$10,988,812	\$26,750	\$4,851,080	\$66,272,467
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$9,594,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,886,400	\$0	\$0	\$31,917,400	\$364,000	\$8,349,500	\$0	\$4,923,846	\$45,554,746
2021 Funds Programmed	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$11,804,400	\$180,100	\$3,137,600	\$0	\$4,997,704	\$20,119,804
Total	\$13,636,758	\$10,298,556	\$ 860,800	\$54,252,400	\$ 2,564,700	\$ 180,000	\$6,400	\$963,132	#####	\$54,638,712	\$166,134	\$740,992	\$ 139,362,510	\$4,444,965	\$ 31,925,802	\$123,499	\$19,552,019	\$195,408,795

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,600	\$54,679,300	\$49,650,800	\$44,779,200	\$191,560,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,827	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
TOTAL AVAILABLE FUNDING	\$19,440,885	\$53,199,816	\$65,618,583	\$60,784,613	\$55,865,107	\$254,909,005
Prior Year Funding	\$19,440,885	\$9,178,923	\$8,525,039	\$23,754,906		--
Programmed State and Federal Funding		(\$63,461,778)	(\$66,272,467)	(\$45,554,746)	(\$20,119,804)	(\$195,408,795)
TOTAL REMAINING	\$19,440,885	\$9,178,923	\$8,525,039	\$23,754,906	\$59,500,210	\$59,500,210

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

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

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 11/15/2017; ITEM II.C.

FY 2018 Safety 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. OTO established Transit Asset Management targets in February 2017. Safety Targets are due before the end of February 2018.

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. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

PERFORMANCE MEASURES SUBCOMMITTEE ACTION TAKEN:

At its meeting on October 3, 2017, the Performance Measures Subcommittee unanimously recommended that OTO should plan and program in support of the statewide targets for CY 2018.

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 for CY 2018.”

OR

“Move to recommend that the Performance Measures Subcommittee review the safety targets with the following considerations...”

Safety Target Meeting Summary – 10/3/2017

Recommendation:

It was the recommendation of the committee that OTO support the statewide safety targets.

Discussion:

Natasha Longpine presented background information on the performance measure and target setting process as required in the current surface transportation authorization bill. This included a review of all required measures and how that affects OTO, in addition to a more in depth review of current factors affecting safety targets.

There was discussion on reasonable progress and how MoDOT would view OTO's efforts in helping the state meet their targets. Both OTO and MoDOT staff stated this is unknown yet, and that if it was determined more needed to be done in the OTO region, additional funding may be directed to the Blueprint or funding could be redirected to safety projects. It was clarified that MoDOT leadership has not stated what would happen.

There was also focus on trends through 2016 versus MoDOT's targets and their impact through 2020. MoDOT is aiming for a 7 percent reduction in fatalities each year through 2020 and a 4 percent reduction in serious injuries and bike/ped fatalities/serious injuries. The resulting targets assume a 1 percent increase in VMT. It was noted that OTO's smaller numbers make trends more difficult to predict.

When comparing the crash maps, it was pointed out that many of the crashes are along the same corridors as those on OTO's Priority Projects of Regional Significance Map. Kearney, Glenstone, 160 south, 60, and 14 in Ozark, were highlighted for clusters of fatalities and serious injuries. Staff mentioned that it would be interesting to see before and after crash maps of the locations where there have been projects.

In concluding that OTO should follow the state targets, the Committee reasoned that:

- MoDOT's aggressive efforts (and OTO's partnership on the Blueprint for Safety Coalition) will create results in the OTO region
- Recently completed projects still have yet to impact future crash rates
- The economy and fuel prices are stabilizing
- Supporting MoDOT's targets will give staff the opportunity to further observe the process before setting local targets

MoDOT Safety Targets based on a 5-Year Rolling Average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

MoDOT Statewide Safety Targets

August 2017 (reported in HSP and HSIP)

Targets based on 5-year rolling average:

Performance Measure	Statewide Target for CY2018
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4,559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

Targets based on 7% fatality reduction, 4% serious injury reduction, 1% VMT increase and 4 % non-motorized reduction

Performance Based Planning

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming”[§1203; 23 USC 150(a)].

National Performance Goals

With this, seven national performance goals were established for the Federal-aid highway program. From these seven goals, fifteen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress.

1. Safety

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

- a. Number of fatalities
- b. Rate of fatalities per 100 million vehicle miles traveled
- c. Number of serious injuries
- d. Rate of serious injuries per 100 million vehicle miles traveled
- e. Number of non-motorized fatalities and non-motorized serious injuries

2. Infrastructure Condition

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

- a. Bridge condition on the NHS
- b. Pavement condition of the interstate system
- c. Pavement condition of the NHS excluding the interstate system

3. Congestion Reduction

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

- a. Traffic congestion

4. System Reliability

To improve the efficiency of the surface transportation system

- a. Performance of the interstate system
- b. Performance of the NHS excluding the interstate system

5. Freight Movement and Economic Vitality

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

- a. Freight movement on the interstate system

6. Environmental Sustainability

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

- a. On-road mobile source emissions

7. Reduced Project Delivery Delays

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

Plus, two transit performance measures

- a. Transit state of good repair
- b. Transit safety performance criteria and vehicle safety performance standards

Guidance for these goals are still a work in progress and should be expected from FHWA and FTA sometime during 2016. Upon release of final guidance, the Missouri Department of Transportation will develop statewide targets. The OTO will have six months following development of the state targets to finalize targets at the regional level. OTO has the option to support the state targets through project programming. These regional targets will be reflected in a performance measures report, as discussed below.

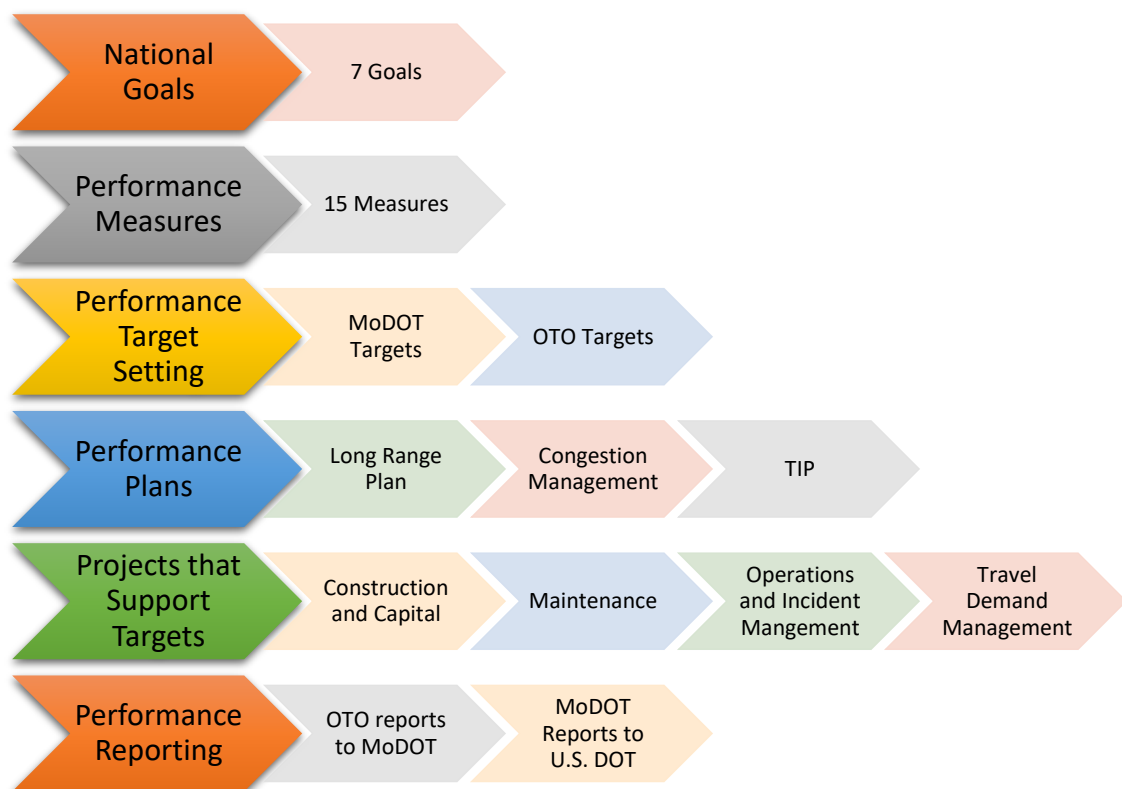


Figure 1: Performance Management Process

Safety Performance Measures Fact Sheet

Safety Performance Measures

Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

Rate of Fatalities: The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.

Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

Rate of Serious Injuries: The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Five Performance Measures	
✓	Number of Fatalities
✓	Rate of Fatalities per 100 Million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 Million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Data Sources

Fatality Data: Fatality Analysis Reporting System (FARS). Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

Volume Data: State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

Serious Injury Data: State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4th edition by April 15, 2019. Prior to April 15, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of serious injury conversion tables. However, agencies are encouraged to begin using the MMUCC, 4th edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: FARS and State motor vehicle crash database. The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of non-motorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

What You Need to Know About Establishing Targets

States:

- States will first establish statewide targets in their August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- Targets are applicable to all public roads regardless of functional classification or ownership.
- For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program in the Highway Safety Plan.
- States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. If a State chooses to do so, it is required to report the urbanized area boundaries used and evaluate and report progress for each target. Urbanized and non-urbanized area targets are not included in the significant progress determination.

Coordination and Collaboration:

- Performance management connects the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) to the Strategic Highway Safety Plan (SHSP) to promote a coordinated relationship for common performance measures, resulting in comprehensive transportation and safety planning.
- The State DOT and MPOs in the State must coordinate when establishing targets, to the maximum extent practicable.
- A wide range of stakeholders should work together to establish targets. This includes, the State DOT, State Highway Safety Office, MPOs, FHWA Division Office, NHTSA Regional Office, Law Enforcement Agencies and EMS (include all 4 E's of Highway Safety)
- Set targets that are data-driven and realistic, maintain momentum and remain focused.



What You Need to Know About Establishing Targets (continued)

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. MPOs may select one of the following options for each individual safety performance measure:
 - agreeing to support the State target; **OR**
 - establishing specific numeric targets for a safety performance measure (number or rate).
- MPOs that choose to establish a rate target must report the VMT estimate used to establish that target and the methodology to develop the VMT estimate. MPOs should make maximum use of data prepared for HPMS when preparing the rate-based target denominator. If an MPO develops data specifically for the denominator, it should use methods to compute VMT that are consistent with those used for other Federal reporting purposes.
- MPO targets are reported to the State DOT, and made available to FHWA, upon request. MPO targets are not included in the assessment of whether a State has met or made significant progress toward meeting its targets.

Performance Measure	State Target		MPO Target For Each Performance Measure, Support State Target or Establish MPO-Specific Target
	Target Reported in HSIP Annual Report for FHWA	Target Reported in Highway Safety Plan for NHTSA	
Number of Fatalities	✓	= ✓	✓
Rate of Fatalities per 100 Million VMT	✓	= ✓	✓
Number of Serious Injuries	✓	= ✓	✓
Rate of Serious Injuries per 100 Million VMT	✓	Not required	✓
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	✓	Not required	✓

Example Target Calculations

5-Year Rolling Average: Each target is based on a 5-year rolling average, which is the average of 5 individual, consecutive points of data. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur.

The **number targets** are calculated by adding the number for the measure for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the **tenth** decimal place. The **rate targets** are calculated similarly yet rounded to the **thousandth** decimal place. This more accurately reveals the change from one 5-year average to another that might otherwise be obscured if the number was truncated.

Example: Number of Fatalities

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*

*From FARS Annual Report File, if Final FARS is not available

To determine the target for number of fatalities:

- Add the number of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established: $471 + 468 + 493 + 468 + 462 = 2,362$
- Divide by five and round to the nearest tenth decimal place:
 $2,362 / 5 = 472.4$

Example: Rate of Fatalities per 100 Million VMT

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*
Per 100 Million VMT	454.21	487.50	466.48	492.27	495.97
Rate of Fatalities	1.04	0.96	1.06	0.95	0.93

*From FARS Annual Report File, if Final FARS is not available

To determine the target for rate of fatalities:

- Add the rate of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established: $1.04 + 0.96 + 1.06 + 0.95 + 0.93 = 4.94$
- Divide by five and round to the nearest thousandth decimal place: $4.94 / 5 = 0.988$



Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none">■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	<ul style="list-style-type: none">■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets■ Include safety (HSIP) performance measures and HSIP targets in the MTP■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.



TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 11/15/2017; ITEM II.D.

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 2017 Annual Listing of Obligated Projects will be available at the meeting for member consideration and review. Please note that Federal fiscal year 2017 includes the time period from October 1, 2016 to September 30, 2017.

Please note that this is required to be published by December 30, 2017.

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...”

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 11/15/2017; ITEM II.E.

Federal Funds Balance Report – September 30, 2017

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Funds Balance Report, ending September 30, 2017, 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). The region also has some remaining funds from the Small Urban and BRM (On-System Bridge) program.

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, 2018.

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 11/15/2017; ITEM II.F.

Technical Planning Committee Chair Rotation Appointment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

The City of Springfield has asked to split the duties of Chair between two members. Therefore, Kirk Juranas and Martin Gule will serve as Co-Chairmen for 2018. A representative of Willard will be serving as Chair in 2019, however, that individual has not been named at this time. Willard will provide the name of the individual to be appointed Chairman-Elect in time for the meeting on November 15, 2017.

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2009	Springfield	Harry Price
2010	Willard	Pat Lloyd
2011	Republic	David Brock
2012	Christian County	Todd Wiesehan
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin- resigned in August
Fall 2016-2017	Strafford	King Coltrin, Chairman
2018	Springfield	Martin Gule/Kirk Juranas, Co-Chairmen
2019	Willard	_____, Chairman- Elect

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to elect the Co-Chairmen and Chairman-Elect positions for 2018 for the Technical Planning Committee as shown above.”

Or

“Move to elect the Co-Chairmen and Chairman-Elect positions for 2018 for the Technical Planning Committee with the following changes ...”

TAB 9



Technical Planning Committee 2018 Meeting Schedule

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

January 17, 2018

March 21, 2018

May 16, 2018

July 18, 2018

September 19, 2018

November 14, 2018*

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

*Rescheduled due to Thanksgiving Holiday

TAB 10



Florida County Hires Bus Makeover Star to Overhaul System

BY CHRIS PERSAUD | OCTOBER 17, 2017



The bus system in Palm Beach County, Florida, goes too slow and has too many “spaghetti” routes, say local transit agency leaders. Officials in the Sunshine State’s largest county want to overhaul the decades-old network by teaming up with a company famed for improving big cities’ public transportation.

Jarrett Walker and his public transit consultancy have redesigned bus systems across the U.S. for years. The firm’s revamp work went live in [Houston in 2015](#), and [Columbus, Ohio](#), in May. Post-redesign, Houston’s is one of the few mass transit systems in the U.S. to [avoid](#) a nationwide trend of ridership drop. Columbus’ buses have gained more passengers, says Khaled Shammout, director of transit planning at Palm Tran, Palm Beach County’s bus department.

Palm Tran’s ridership has [declined](#) in recent years, and Walker’s firm is now going over the agency’s 35 routes that span an area larger than Greater Houston. Palm Tran hopes big changes will get more people on the bus. Bus agencies reexamine and update routes every 10 to 15 years, Shammout says.

Palm Beach County's bus network has two major problems: its stops and its routes. "We have way too many bus stops," says Shammout. "The more that [buses] have to stop, the slower they go, the more fuel consumption they have." And too few routes go in a straight line on busy roads. They instead snake through neighborhoods, trying to get within walking distance of as many houses as possible, making getting from point A to point B on some high-traffic corridors ridiculously slow. "I call them spaghetti," says Shammout, describing inefficient routes.

The Jarrett Walker and Associates team will work with Palm Tran to develop two redesign options to show to county commissioners early next year. Two maps will highlight redesigned routes. "We're creating illustrations of what service could be, what a network could look like under different policies," says Evan Landman, one of Walker's staff working with Palm Tran.

The options come down to coverage versus ridership, says Shammout. Coverage emphasizes trying to draw routes to reach as many potential passengers as possible — similar to the status quo for most mass transit agencies. The ridership model emphasizes cutting stops, straightening lines and running more buses on popular routes. The ridership option won in Houston and Columbus.

But even with faster, more frequent buses, problems arose. Critics complained that some routes got worse. Bus frequency and coverage decreased in some neighborhoods to serve other places. If Palm Beach County chooses to try raising ridership, some people will lose service in their neighborhoods. A [bus redesign in Baltimore](#), launched in June, prompted public protest about service cuts in some areas. However, the Maryland Transit Administration maintains that more residents now have access to better service, the Baltimore Sun [reported](#) in August.

To avoid upsetting too many passengers, Palm Tran plans to spend much of 2018 trekking across the county to solicit feedback on their plan, Shammout says, from the densely populated coastal cities built in the late 19th century, to the suburban neighborhoods built after World War II, to the remote towns 40 to 50 miles west of where most residents live.

Shammout says that the outreach will involve low-income communities, whose residents are most often disproportionately impacted by transportation access problems, but he didn't name specific civic groups the agency might meet with.

"Whatever they do, they need to get buy in from people who ride the bus," says Morris Carstarphen, president of a community group that covers a poor neighborhood in Delray Beach, one of the county's bigger cities.

Many of the county's poor or remote areas have large minority populations. Shammout notes that federal law prohibits race-based discrimination for programs that get federal money. "Just because we have low ridership, we still must provide equity," Shammout says.

The plan that prioritizes boosting ridership would cut bus stops, many of which are less than a few minutes' walk from one another. Fewer stops means faster buses, but the argument against this says fewer people have access to the route. Shammout counters that most renovations that involve reducing the number of stops only add a few minutes to pedestrians' commutes. "I may have to walk more," he says, "but I'm getting frequent service."

A pro-ridership plan would also straighten lines. This means fewer buses would need to run on now-winding routes to keep on schedule. That could mean more buses available for the most popular routes. Buses could run every 15 minutes on them, says Palm Tran Director Clinton Forbes, who worked previously for the public transportation agency covering Columbus. No Palm Tran line right now has 15-minute headways all day.

As residents give their input, Palm Tran planners must consider a number of factors, Shammout says. How would moving a stop affect people nearby? How close will it be to nearby workplaces? How will it affect wheelchair users? That's all well before a rollout that could include physically moving bus stops, retraining drivers on new routes, updating databases, printing new schedules, re-recording multilingual stop announcements, and other big changes.

Since Palm Tran's overhaul is still in the early stages, no date has been set for when the new routes and schedules will launch. But if things go as planned, passengers could have a new system in late 2018 or early 2019, say Forbes and Shammout.

BECOME A NEXT CITY MEMBER TODAY

Chris Persaud is a freelance reporter and programmer in South Florida. He has written or programmed for Fusion, Bankrate, The Progressive and The Palm Beach Post. His website, RichBlocksPoorBlocks.com, maps out income and other demographic data in every U.S. ZIP code.

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TAGS: PUBLIC TRANSPORTATION, BUSES, FLORIDA

Letter to the Editor: Support transit in VW settlement



BY: KIMBERLY CELLA

Posted online October 20, 2017 | 12:32 pm

Dear editor,

The Environmental Protection Agency filed a complaint against Volkswagen last year because its vehicles were emitting nitrogen oxides that significantly exceeded compliance levels and violated the Clean Air Act.

The German automaker was found guilty and agreed to pay a \$14.7 billion settlement and establish an environmental mitigation trust. Over the next 10 years, \$2.9 billion in trust funds will be allocated for environmental mitigation projects that reduce nitrogen oxide emissions. This includes \$41 million for the state of Missouri.

As the Missouri Department of Natural Resources solicits stakeholder input for the development of a beneficiary mitigation plan for local funds, the Missouri Public Transit Association is urging them to make transit bus replacements, which is included in the eligible projects list.

The MPTA has 34 service provider members that collectively provide 62 million public transit rides a year to customers in every rural and urban county in the state. This is a big win for Missouri's air quality considering the fact that public transit produces 95 percent less carbon monoxide, 90 percent less volatile organic compounds, and only half as much carbon dioxide and nitrogen oxide per mile when compared with single-occupant vehicles.

Properly powered and fueled transit buses play a significant role in continuing this success story. Outdated buses do not.

The MPTA is encouraging Missourians to show their support for transit bus replacement by weighing in on the [Department of Natural Resources's website](#) and attending public meetings.

—Kimberly Cella, executive director of the Missouri Public Transit Association