



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

JANUARY 17, 2018  
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION  
ORGANIZATION

**Technical Planning Committee Meeting Agenda**  
**Wednesday, January 17, 2018 1:30 p.m.**  
**OTO Offices**  
**Chesterfield Village**  
**2208 W Chesterfield Boulevard, Suite 101**  
**Springfield, MO**

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the November 15, 2017 Meeting Minutes.....Tab 1**  
(1 minute/Juranas)

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

**D. Public Comment Period for All Agenda Items.....Tab 2**  
(5 minutes/Juranas)  
Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

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

**F. MoDOT Update**  
(5 minutes/Miller)  
An update on any important information from MoDOT will be given.

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

## **II. New Business**

### **A. Administrative Modification Number Two to the FY 2018-2021 TIP .....Tab 3 (5 minutes/Longpine)**

There is one change included with Administrative Modification Number Two to the FY 2018-2021 Transportation Improvement Program which is included for member review.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

### **B. Amendment Number Three to the FY 2018-2021 TIP .....Tab 4 (5 minutes/Longpine)**

There is one change requested to the FY 2018-2021 Transportation Improvement Program which is included for member review.

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

### **C. Amendment to the Program Management Plan.....Tab 5 (10 minutes/Thomason)**

The Program Management Plan proposed amendment revised the FTA 5310 project selection criteria.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF  
THE PROGRAM MANAGEMENT PLAN AMENDMENT TO THE BOARD OF DIRECTORS**

### **D. OTO Regional Bicycle and Pedestrian Trail Investment Study Review.....Tab 6 (30 minutes/Thomason)**

The Draft Trail Study will be presented for review and recommendation.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
REGIONAL BICYCLE AND PEDESTRIAN TRAIL INVESTMENT STUDY TO THE BOARD OF  
DIRECTORS**

### **E. UPWP Subcommittee and Project Proposals.....Tab 7 (5minutes/Fields)**

OTO is requesting the appointment of a subcommittee to prepare the FY 2019 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2018-June 30, 2019).

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT A FY 2019 UPWP  
SUBCOMMITTEE**

## **III. Other Business**

### **A. Technical Planning Committee Member Announcements (5 minutes/Technical Planning Committee Members)**

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

### **B. Transportation Issues for Technical Planning Committee Member Review (5 minutes/Technical Planning Committee Members)**

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

**C. Articles for Technical Planning Committee Member Information .....Tab 8**

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 21, 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](http://www.ozarkstransportation.org) or call (417) 865-3042.



**TAB 1**

**TECHNICAL PLANNING COMMITTEE 1/17/2018; ITEM I.C.**

**November 15, 2017 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are the minutes from the November 15, 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 November 15, 2017 Technical Planning Committee meeting minutes.”

OR

“Move to approve the November 15, 2017 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
November 15, 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. Eric Claussen, City of Springfield (a)	Mr. Jeremy Parsons, City of Ozark (a)
Mr. King Coltrin, City of Strafford	Mr. Jeff Roussell, City of Nixa
Ms. Dawn Gardner, City of Springfield (a)*	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Kelly Turner, City Utilities Transit
Mr. Kirk Juranas, City of Springfield (Co-Chair)	Mr. Garrett Tyson, City of Republic
Mr. Joel Keller, Greene County (a)	Ms. Eva Voss, MoDOT
Mr. Mary Kromrey, Ozark Greenways	
Mr. Frank Miller, MoDOT	
Mr. David O'Connor, City of Willard (a)	

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

Others present were: Carl Carlson, Olsson Associates, Garen McElroy, Greene County Highway, Jeremy Pruett, Congressman Billy Long's Office, Ms. Brenda Cirtin, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. King Coltrin, Technical Planning Committee Chairman, called the meeting to order at approximately 1:30 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. Juranas moved for approval of the November 15, 2017 Technical Planning Committee agenda. Mr. Turner seconded the motion and it was unanimously approved.

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

Ms. Voss moved for approval of the minutes from the September 20, 2017 Technical Planning Committee Meeting. Mr. Rousell 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. Chair Coltrin noted there was some correspondence that had been received since the Committee's last meeting, which was included in the packet.

### **E. Staff Report**

Sara Fields stated that MoDOT had asked for a scenario that assumes additional revenue. Under this scenario, the OTO would receive \$118 million, over a ten-year period, for roads, and \$26 million for multi-modal. Ms. Fields stated that the OTO had recently prioritized projects and this will be the list that will be submitted.

She noted the OTO is attempting to focus on multi-modal, which includes sidewalks, airports, trails, rail road crossings, and transit. She noted she had reached out to the Airport, City Utilities Transit, and OATS to see what their needs might be.

Ms. Fields stated The Trails Study is wrapping up and will be sent to the Bicycle-Pedestrian Advisory Committee one more time for their recommendations. It is anticipated it will be presented to the Board of Directors at their February meeting.

The Springfield Greene County Community focus report has been completed and is available online. She noted that different members worked together to note that not all citizens can be served by their own personal vehicle and how the community needs to look at those that may be underserved. She added that transportation is a large portion of the budget for some in the lower income bracket. She also stated that public transportation works for some, but not for all.

Ms. Fields noted that with the retirement of Terry Whaley, Mary Kromroy has been named the Executive Director of Ozarks Greenways and will be serving on the Technical Planning Committee.

### **F. MoDOT Update**

Frank Miller MoDOT, stated that Sara had shared the information regarding the scenario which would be a slate of projects that could be completed if funding were increased. He

said if the Legislature moved forward with some specific funding for transportation, this list would be tailored to meet the parameters of the funding proposal.

Mr. Miller noted the Missouri Transportation Commission is meeting on December 1, 2017, in Branson, Missouri.

**G. Legislative Reports**

Jeremy Pruitt, Congressman Billy Long's Office, stated it is anticipated that Congress will be voting on tax reform this week. Following that, it is believed the President will be looking at Infrastructure.

**II. New Business**

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

Natasha Longpine noted this Administrative Modification contained three changes: the Republic Road and Repmo Drive/FR 103 intersection; the Route 65 Guardrail Improvement north of Kearney and south of Sunshine; and Route 65 Pavement Improvements north of Kearney and south of Sunshine.

Ms. Longpine explained the scope of these projects and indicated there was no Committee action required, this was for informational purposes only.

**B. Amendment Number Two to the FY 2018-2021 TIP**

Natasha Longpine reviewed for the Committee the various changes being proposed in Amendment Number Two to the FY 2018-2021 Transportation Improvement Program.

As there were no questions from the Committee, David O'Connor moved to recommend approval of the FY 2018-2021 Transportation Improvement Program Amendment Number Two to the Board of Directors. Mr. Tyson seconded the motion and it was unanimously approved.

**C. 2018 Safety Performance Targets**

Natasha Longpine stated the MAP-21 established, and the FAST Act maintained National Performance Goals. She added the OTO has been tracking its performance measures since 2011, however, these may not be the same targets as prescribed nationally. She reviewed the process that had been followed in establishing these measures, indicating the Performance Measures Subcommittee, on October 3, 2017, unanimously recommended the OTO plan and program in support of the statewide targets for CY 2018.

Ms. Longpine noted these targets will not all be reviewed at the same time, so this will be an ongoing process. She added the State also has some "reasonable progress" requirements that will need to be met.

Following a brief review of the statewide targets established by MoDOT, Mr. Juranas moved to recommend the Board of Directors support the statewide targets for CY 2018. Mr. Parsons seconded the motion and it was unanimously approved.

**D. Annual Listing of Obligated Projects**

Natasha Longpine stated there is a federal requirement that a list of obligated projects be published within ninety days of the close of the prior program year, which is December 30, 2017. She clarified this is for the program year ending September 30, 2017. Ms. Longpine noted the information distributed to the Committee outlines all the obligations that have occurred in the last fiscal year.

Ms. Longpine requested the Committee review the information and let her know if there are any discrepancies or changes for their projects. She added this will be going to the Board of Directors in December, for approval.

Mr. Juranas moved to recommend that the Board of Directors accept the Annual Listing of Obligated Projects. Mr. Claussen seconded the motion and it was unanimously approved. Mr. Coltrin stated that if any Committee member had any changes or corrections, to please provide them to staff before this item went to the Board of Directors.

**E. Federal Funds Balance Report**

Natasha Longpine stated that the OTO does not have the 2018 allocations at this time, due to some staff changes at MoDOT. She noted that the report distributed to the Committee contained estimates for the 2018 allocations. She clarified that this did not mean the monies were not available. She indicated that as soon as the OTO receives the updated information, the Federal Funds Balance Report will be updated and distributed to the Committee.

Sara Fields stated that Springfield has four intersection cost-share projects pending and noted that the agreements for these projects need to be completed and the projects added to the Statewide Transportation Improvement Program (STIP). She added that once that occurs, these projects will not be leveraged against the OTO's balance. Following a brief discussion on how best to track these projects, Ms. Longpine stated that the members should review the STIP and if there are projects that they know are coming forward, but are not listed in the STIP, to please let staff know so they can be tracked and counted against the OTO's balance.

Ms. Longpine noted this item was for informational purposes only and no Committee action was required.

**F. OTO Technical Planning Committee Chair Rotation**

Sara Fields reviewed for the Committee the TPC Chair Rotation schedule that had been adopted in 2003. She indicated that in 2018, Kirk Juranas and Martin Gugel will be acting as Co-Chairs. The Committee needs to elect a Chairman-elect from Willard to serve as well. Mr. O'Connor noted that the individual who will be serving in this capacity is Randall Brown.

Mr. Juranas moved to approve Randall Brown as the Technical Planning Committee Chair-Elect for 2018. Mr. Tyson seconded the motion and it was unanimously approved.

**G. OTO Technical Committee 2018 Meeting Schedule**

Sara Fields stated the 2018 meeting schedule had been included in the packet and that Ms. Cirtin will be sending a meeting invitation for these meetings. She noted that due to the

Thanksgiving Holiday, the November meeting had been scheduled for one week earlier than usual.

### **III. Other Business**

#### **A. Technical Planning Committee Member Announcements**

Kirk Juranas noted that Greg Burris, City Manager for the City of Springfield had announced his retirement for June. He noted that Deputy City Manager Tim Smith would be retiring at the end of 2017.

Kelly Turner noted that City Utilities will be having their annual review with the Federal Transit Authority in 2018, and outlined the anticipated timeline for this review.

Kirk Juranas noted that at the November election, there had been five initiatives for funding, and that four of the five had passed. It was stated this might be an appropriate time to consider a fuel tax increase.

Sara Fields stated the OTO had released their 2018 State Legislative Priorities and noted that one of the priorities is additional funding for transportation, if it does not come from the General Fund. She added the OTO also supports an increase in the fuel tax.

Kelly Turner noted that the Volkswagen Emission Settlement will hold a meeting in Springfield on November 30. Ms. Fields indicated that one of the options on how to use the settlement is for the replacement of public transit vehicles.

#### **B. Transportation Issues for Technical Planning Committee Member Review**

#### **C. Articles for Technical Planning Committee Member Information**

Chair 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, Mr. Juranas moved the meeting be adjourned. Mr. O'Connor seconded the motion and it was unanimously approved. The meeting adjourned at approximately 2:50 p.m.

**TAB 2**



No Public Comments were received

**TAB 3**

**TECHNICAL PLANNING COMMITTEE AGENDA 1/17/2018; ITEM II.A.**

**Administrative Modification Two to the FY 2018-2021 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

The following change is included as part of Administrative Modification Two to the FY 2018-2021 Transportation Improvement Program.

Minor Changes to funding sources between federal funding categories or between state and local sources:

- Route 60 Guardrail Improvements (SP1808-18AM2)
  - *Changing \$6,856 in National Highway Performance Program (NHPP) funding to High Priority Projects (HPP) funding in order to utilize remaining funding from FY 2009 Appropriations Bill Earmark Demo ID #MO223.*

**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]

29 December 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 Two to the OTO FY 2018-2021 Transportation Improvement Program (TIP) on December 29, 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 #** SP1808-18AM2      **ROUTE 60 GUARDRAIL IMPROVEMENTS**

**Route** Rte. 60

**From** Rte. 65

**To**

**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 #** 8P3132

**Federal ID #**

#### Project Description

Guardrail improvements on Rte. 60 at the Rte. 65 interchange in Springfield.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$6,400	\$0	\$0	\$0	\$6,400
MoDOT	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (HPP)	Federal	CON	\$6,856	\$0	\$0	\$0	\$6,856
FHWA (NHPP)	Federal	CON	\$39,544	\$0	\$0	\$0	\$39,544
MoDOT	State	CON	\$11,600	\$0	\$0	\$0	\$11,600
<b>Totals</b>			<b>\$66,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,000</b>

#### Notes

\$6,855.59 from FY 2009 Appropriations Bill Earmark Demo ID #MO223.  
Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$66,000



# Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** SP1808-18 **ROUTE 60 GUARDRAIL IMPROVEMENTS**

**Route** Rte. 60

**From** Rte. 65

**To**

**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 #** 8P3132

**Federal ID #**

### Project Description

Guardrail improvements on Rte. 60 at the Rte. 65 interchange in Springfield.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$6,400	\$0	\$0	\$0	\$6,400
MoDOT	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (NHPP)	Federal	CON	\$46,400	\$0	\$0	\$0	\$46,400
MoDOT	State	CON	\$11,600	\$0	\$0	\$0	\$11,600
<b>Totals</b>			<b>\$66,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$66,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY		Federal													Local	State		TOTAL
PROJECT	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEWA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
BA1801-18																		
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1701	\$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	\$95,000	\$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	\$68,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
GR1403-18A1																		
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$0	\$85,000
GR1601-18A2	\$0	\$0	\$0	\$688,000	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$80,000	\$167,000	\$0	\$0	\$0	\$400,000
GR1701	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$855,000
GR1703	\$0	\$0	\$0	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$0	\$415,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0	\$0	\$19,000
GR1705	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$519,000
GR1706	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$0	\$0	\$1,236,000
GR1801-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$1,000
GR1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036,800	\$0	\$0	\$0	\$759,200	\$0	\$0	\$0	\$3,796,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$180,000
MO105	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$2,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$10,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,300	\$0	\$0	\$0	\$3,463,000
MO1708	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1709	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$117,800	\$0	\$0	\$0	\$82,750
MO1710-17A2	\$0	\$0	\$0	\$105,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1711	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1713	\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,200	\$0	\$0	\$0	\$21,000
MO1716	\$315,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1717	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1803-18	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1806-18	\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$140,000
MO1807-18	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$90,000
MO1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$0	\$115,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$0	\$219,000
NX1702	\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$964,000	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$1,544,000
NX1703	\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0	\$0	\$1,287,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0	\$235,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1801-17A2	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,600	\$17,200	\$0	\$0	\$0	\$86,000
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,600	\$0	\$0	\$0	\$9,400	\$0	\$0	\$0	\$115,000
OK1401-17A2	\$0	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$219,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$80,000
OK1702	\$0	\$0	\$0	\$161,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$0	\$138,000
OK1703	\$0	\$0	\$0	\$3,068,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$202,000
OK1801-17A2	\$1,716,720	\$0	\$0	\$5,981,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,924	\$40,400	\$0	\$0	\$0	\$3,836,000
OK1802-17A5	\$626,722	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$574,959	\$0	\$0	\$580,494	\$489,626	\$364,020	\$0	\$0	\$96,749	\$2,368,550
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
RP1502	\$1,702,503	\$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	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$2,196,531	
RP1702	\$0	\$7,000	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$60,000	\$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	\$47,800	\$0	\$0	\$0	\$239,000
														\$400	\$0	\$0	\$0	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY		Federal													Local		State		
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL	
2018 Continued																			
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1801-18AM1	\$0	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$0	\$125,000	
SP1106	\$154,525	\$0	\$0	\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,631	\$0	\$69,221	\$0	\$0	\$539,259	
SP1112	\$1,110,295	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$166,134	\$0	\$0	\$0	\$0	\$0	\$0	\$3,908,000	
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	
SP1204	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$0	\$0	\$253,000	\$0	\$0	\$1,265,000	
SP1209	\$0	\$0	\$0	\$0	\$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	\$121,600	\$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	\$0	\$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	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
SP1803-18	\$0	\$0	\$0	\$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	
SP1808-18AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,944	\$6,856	\$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	\$15,000	\$53,000	\$0	\$0	\$0	\$265,000	
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	\$60,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$80,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$81,000	
SP1818-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	
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	\$894,959	\$14,665,942	\$172,950	\$580,494	\$2,670,183	\$0	\$300,600	\$96,749	\$58,682,359	\$0	\$58,682,359	
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	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000	
CC1601	\$0	\$0	\$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	\$76,000	\$0	\$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	\$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	\$162,900	\$0	\$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	\$1,600	\$0	\$0	\$81,000	\$117,800	\$0	\$0	\$0	\$994,000	
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## Roadways

PROJECT	Federal						Local		State		TOTAL						
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (I20)	FHWA (NHS)	FHWA (BTRM)	FHWA (BRO)	FHWA (NHPP)		FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA
2019 Continued																	
MOI719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MOI720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MOI721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MOI722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MOI723	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MOI803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MOI804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MOI805-18	\$0	\$0	\$0	\$1,364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$1,705,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$0	\$277,000
NX1702	\$0	\$0	\$0	\$5,335,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,398,000	\$0	\$0	\$6,990,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,037,200	\$0	\$0	\$5,186,000
NX1801-17A2	\$848,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,992,000	\$0	\$0	\$1,992,000
NX1802-18	\$290,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,279	\$0	\$0	\$363,660
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,000
OK1401-17A2	\$1,101,726	\$0	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$277,749	\$0	\$0	\$2,765,904
OK1701	\$835,000	\$0	\$0	\$3,897,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,163,200	\$0	\$0	\$3,916,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$160,498	\$135,375	\$0	\$28,600	\$0	\$26,750	\$654,868
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,600	\$0	\$0	\$143,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$772,160	\$592,056	\$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	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0														

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

Roadways

YEARLY SUMMARY		Federal												Local		State		
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (IM)	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	\$332,000	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$17,900	\$0	\$0	\$0	\$1,004,000
MO1804-18	\$0	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$0	\$1,801,000
MO1806-18	\$0	\$0	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900
MO2001-18	\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$1,126,000
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$0	\$7,973,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$0	\$205,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1701	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$463,200	\$0	\$0	\$0	\$2,316,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$841,600	\$0	\$1,052,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$0	\$740,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,200	\$0	\$0	\$0	\$1,121,000
SP1707	\$300,000	\$0	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$96,800	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$830,000
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	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0	\$0	\$982,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$0	\$1,679,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$2,450,000
SP1802-18	\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
SP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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

## Roadways

Ozarks Transportation Organization

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															State Operations and Maintenance	Other	MoDOT Programmed Funds	TOTAL Federal Funds	Local	TOTAL
	STBG-U	Safety	Bridge	STBG	I/M	130	NHS	BRM	BRO	NHPP	HPP	FEMA									
2018 Funds Programmed	\$8,334,180	\$3,047,800	\$1,600	\$16,786,402	\$981,200	\$0	\$0	\$984,950	\$14,685,942	\$172,990	\$690,494	\$46,465,557	\$2,670,183	\$9,449,800	\$96,749	\$4,779,399	\$63,461,778				
2019 Funds Programmed	\$3,510,578	\$3,432,058	\$73,600	\$27,884,798	\$54,400	\$180,000	\$0	\$963,132	\$158,987	\$2,937,114	\$0	\$160,498	\$49,175,143	\$1,230,682	\$26,750	\$4,451,080	\$88,272,467				
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$9,584,000	\$1520,100	\$0	\$1,600	\$0	\$15,886,400	\$0	\$0	\$3,917,400	\$364,000	\$8,348,500	\$0	\$4,922,846	\$45,554,746				
2021 Funds Programmed	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$1,1082,400	\$0	\$0	\$1,804,400	\$180,100	\$3,137,600	\$0	\$4,997,704	\$20,119,800				
<b>Total</b>	<b>\$13,636,758</b>	<b>\$10,298,556</b>	<b>\$860,800</b>	<b>\$54,252,400</b>	<b>\$2,564,700</b>	<b>\$180,000</b>	<b>\$6,400</b>	<b>\$963,132</b>	<b>\$1,053,926</b>	<b>\$5,631,856</b>	<b>\$172,990</b>	<b>\$740,992</b>	<b>\$139,362,510</b>	<b>\$4,444,965</b>	<b>\$1,925,802</b>	<b>\$123,489</b>	<b>\$19,552,019</b>	<b>\$395,408,795</b>			

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,600	\$54,679,300	\$49,650,800	\$44,779,200	\$191,960,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,827	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
<b>TOTAL AVAILABLE FUNDING</b>						
Prior Year Funding	\$19,440,885	\$53,199,816	\$65,618,593	\$60,784,613	\$55,865,107	\$254,909,005
Programmed State and Federal Funding		\$19,440,885	\$9,178,923	\$9,525,039	\$23,754,906	—
		<b>(\$63,461,778)</b>	<b>(\$66,272,467)</b>	<b>(\$45,554,746)</b>	<b>(\$20,119,804)</b>	<b>(\$195,408,795)</b>
<b>TOTAL REMAINING</b>						
	\$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 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 1/17/2018; ITEM II.B.**

**Amendment Number Three to the FY 2018-2021 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

One change is proposed for Amendment Number Three to the FY 2018-2021 Transportation Improvement Program.

1. **\*New\*** Jefferson Avenue Footbridge (EN1803-18A3)  
Adding a project to rehabilitate the Jefferson Avenue Footbridge in Springfield for a total programmed amount of \$2,500,000, using \$2,000,000 in STGB-U Funding.

**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 Three to the Board of Directors.”

OR

“Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Three 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 # EN1803-18A3** JEFFERSON AVENUE FOOTBRIDGE

**Route** Jefferson over the BNSF RR

**From** Chase Street

**To** Commercial Street

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

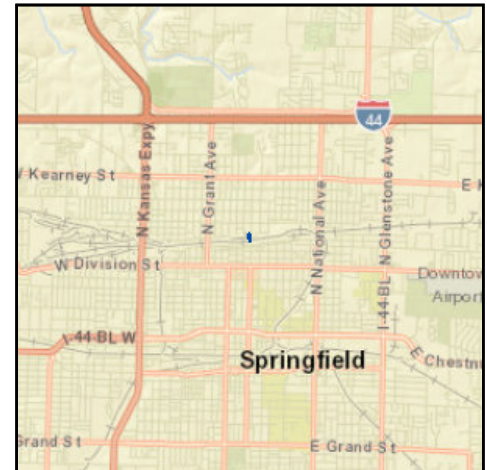
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #**

**Federal ID #**

#### Project Description

Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
LOCAL	Local	CON	\$500,000	\$0	\$0	\$0	\$500,000
FHWA (STBG-U)	Federal	ADMIN	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Totals</b>			<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

#### Notes

Non-Federal Funding Source: City of Springfield Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$2,500,000

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

PROJECT	Federal			Local		State	
	FHWA (STBG-U)	FHWA (STBG)	FHWA (STAP)	LOCAL		MoDOT	TOTAL
<b>2018</b>							
EN1513	\$500,480	\$0	\$0	\$125,119		\$0	\$625,599
EN1704	\$0	\$202,000	\$78,000	\$0		\$70,000	\$350,000
EN1705	\$0	\$8,000	\$0	\$0		\$2,000	\$10,000
EN1706	\$0	\$8,800	\$0	\$0		\$2,200	\$11,000
EN1708-17A3	\$0	\$59,200	\$0	\$0		\$14,800	\$74,000
EN1801-18	\$0	\$1,600	\$0	\$0		\$400	\$2,000
EN1802-18	\$0	\$8,000	\$0	\$0		\$2,000	\$10,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$500,000		\$0	\$2,500,000
<b>SUBTOTAL</b>	<b>\$2,500,480</b>	<b>\$287,600</b>	<b>\$78,000</b>	<b>\$625,119</b>		<b>\$91,400</b>	<b>\$3,582,599</b>
<b>2019</b>							
EN1705	\$0	\$50,800	\$0	\$0		\$12,200	\$63,000
EN1706	\$0	\$8,800	\$0	\$0		\$2,200	\$11,000
EN1708-17A3	\$0	\$192,500	\$0	\$273,500		\$17,000	\$483,000
EN1801-18	\$0	\$120,800	\$0	\$0		\$30,200	\$151,000
EN1802-18	\$0	\$110,400	\$0	\$0		\$27,600	\$138,000
<b>SUBTOTAL</b>	<b>\$0</b>	<b>\$483,300</b>	<b>\$0</b>	<b>\$273,500</b>		<b>\$89,200</b>	<b>\$846,000</b>
<b>2020</b>							
EN1705	\$0	\$85,600	\$300,000	\$0		\$96,400	\$482,000
EN1706	\$0	\$8,000	\$0	\$0		\$2,000	\$10,000
EN1801-18	\$0	\$528,800	\$264,000	\$0		\$198,200	\$991,000
EN1802-18	\$0	\$1,394,400	\$0	\$0		\$348,600	\$1,743,000
EN2001-18	\$132,160	\$0	\$0	\$33,040		\$0	\$165,200
<b>SUBTOTAL</b>	<b>\$132,160</b>	<b>\$2,016,800</b>	<b>\$564,000</b>	<b>\$33,040</b>		<b>\$645,200</b>	<b>\$3,391,200</b>



## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FHWA (STBG-U)	FHWA (STBG)	FHWA (STAP)	LOCAL	MoDOT	TOTAL
2021						
EN1706	\$0	\$8,000	\$0	\$0	\$2,000	\$10,000
EN1707	\$0	\$0	\$275,200	\$0	\$68,800	\$344,000
EN2101-18	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$128,128	\$8,000	\$275,200	\$32,032	\$70,800	\$514,160
GRAND TOTAL	\$2,760,768	\$2,795,700	\$917,200	\$963,691	\$896,600	\$8,333,959

# FINANCIAL CONSTRAINT

## Bicycle & Pedestrian

PRIOR YEAR	Federal (FHWA)					Local	MoDOT	TOTAL
	STBG-U	STBG	TAP	STAP				
Balance	\$ 2,760,768	\$ -	\$ 177,540	\$ -	\$ -	\$ -	\$ -	\$ 2,938,308
<b>FY 2018</b>								
Funds Anticipated	*See note below	\$ 287,600	\$ 409,133	\$ 78,000	\$ 625,119	\$ 91,400	\$ 91,400	\$ 1,491,252
Funds Programmed	(2,500,480.00)	(287,600.00)	\$ -	(78,000.00)	(625,119.00)	(91,400.00)	(91,400.00)	(3,582,599.00)
<b>Running Balance</b>	<b>\$ 260,288</b>	<b>\$ -</b>	<b>\$ 586,673</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 846,961</b>
<b>FY 2019</b>								
Funds Anticipated	*See note below	\$ 483,300	\$ 417,316	\$ -	\$ 273,500	\$ 89,200	\$ 89,200	\$ 1,263,316
Funds Programmed	\$ -	(483,300.00)	\$ -	\$ -	(273,500.00)	(89,200.00)	(89,200.00)	(846,000.00)
<b>Running Balance</b>	<b>\$ 260,288</b>	<b>\$ -</b>	<b>\$ 1,003,989</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,264,277</b>
<b>FY 2020</b>								
Funds Anticipated	*See note below	\$ 2,016,800	\$ 425,662	\$ 564,000	\$ 33,040	\$ 645,200	\$ 645,200	\$ 3,684,702
Funds Programmed	(132,160.00)	(2,016,800.00)	\$ -	(564,000.00)	(33,040.00)	(645,200.00)	(645,200.00)	(3,391,200.00)
<b>Running Balance</b>	<b>\$ 128,128</b>	<b>\$ -</b>	<b>\$ 1,429,651</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,557,779</b>
<b>FY 2021</b>								
Funds Anticipated	*See note below	\$ 8,000	\$ 434,175	\$ 275,200	\$ 32,032	\$ 70,800	\$ 70,800	\$ 820,207
Funds Programmed	(128,128.00)	(8,000.00)	\$ -	(275,200.00)	(32,032.00)	(70,800.00)	(70,800.00)	(514,160.00)
<b>Running Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,863,826</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,863,826</b>

\* STBG-Urbans funds are available for use on both Bicycle/Pedestrian Projects and Roadway projects. Their distribution between these types of projects is not determined ahead of their programming by project. To see the entire amount of funding available for STBG-Urbans, please visit page G-viii, Table G.2 or page G-10.

## STATE AND FEDERAL

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

Table G.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2017	\$18,374,028.80	\$177,539.91	\$963,132	\$0	\$538,417	\$112,208
Anticipated Allocation FY2018	\$5,968,826.82	\$409,133.12	\$0	\$2,635,650	\$273,197	\$252,962
Anticipated Allocation FY2019	\$6,088,203.36	\$417,315.78	\$0	\$2,688,363	\$278,989	\$259,691
Anticipated Allocation FY2020	\$6,209,967.42	\$425,662.10	\$0	\$2,742,130	\$284,903	\$416,564
Anticipated Allocation FY2021	\$6,088,203.36	\$434,175.34	\$0	\$2,796,972	\$290,601	\$371,895
Total Anticipated Allocation	\$24,355,200.96	\$1,686,286.34	\$0.00	\$10,863,115	\$1,127,690	\$1,301,112
Programmed through FY2021	(\$16,397,526.00)	(\$0.00)	(\$963,132)	(10,863,115)	(\$1,553,096)	(\$1,384,873)
Estimated Carryover Balance Through FY 2021	\$26,331,703.76	\$1,863,826.25	\$0	\$0	\$113,011	\$28,447

## LOCAL

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

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

<b>Table G.9 Local Share Financial Capacity</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$360,015.00	\$360,015.00	\$360,015.00	\$360,015.00
Carryover Balance from Prior Year	--	\$232,147.66	\$589,373.09	\$946,556.69
Estimated Operations and Maintenance Expenditures	(\$2,748.34)	(\$2,789.57)	(\$2,831.41)	(\$2,873.88)
Estimated TIP Project Expenditures	(\$125,119.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$232,147.66</b>	<b>\$589,373.09</b>	<b>\$946,556.69</b>	<b>\$1,303,697.81</b>
<b>City of Nixa</b>				
Total Available Revenue (prior reserves included)	\$2,056,181.00	\$2,056,181.00	\$2,056,181.00	\$2,056,181.00
Carryover Balance from Prior Year	--	\$2,012,172.93	\$3,479,136.74	\$5,470,950.59
Estimated Operations and Maintenance Expenditures	(\$30,408.07)	(\$30,864.19)	(\$31,327.15)	(\$31,797.06)
Estimated TIP Project Expenditures	(\$13,600.00)	(\$558,353.00)	(\$33,040.00)	(\$32,032.00)
<b>Amount Available for Local Projects</b>	<b>\$2,012,172.93</b>	<b>\$3,479,136.74</b>	<b>\$5,470,950.59</b>	<b>\$7,463,302.52</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,801,372.00	\$1,801,372.00	\$1,801,372.00	\$1,801,372.00
Carryover Balance from Prior Year	--	\$617,028.50	\$1,946,071.80	\$3,684,998.25
Estimated Operations and Maintenance Expenditures	(\$60,613.50)	(\$61,522.70)	(\$62,445.54)	(\$63,382.23)
Estimated TIP Project Expenditures	(\$1,123,730.00)	(\$410,806.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$617,028.50</b>	<b>1,946,071.80</b>	<b>\$3,684,998.25</b>	<b>\$5,422,988.03</b>
<b>City of Republic</b>				
Total Available Revenue	\$1,866,106.00	\$1,866,106.00	\$1,866,106.00	\$1,866,106.00
Carryover Balance from Prior Year	--	\$989,700.84	\$2,665,761.12	\$4,338,970.72
Estimated Operations and Maintenance Expenditures	(\$187,237.16)	(\$190,045.72)	(\$192,896.40)	(\$195,789.85)
Estimated TIP Project Expenditures	(\$689,168.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$989,700.84</b>	<b>\$2,665,761.12</b>	<b>\$4,338,970.72</b>	<b>\$6,009,286.87</b>
<b>City of Springfield</b>				
Total Available Revenue	\$24,677,635.00	\$24,677,635.00	\$24,677,635.00	\$24,677,635.00
Carryover Balance from Prior Year	--	\$21,630,740.04	\$43,419,135.36	\$65,407,801.84
Estimated Operations and Maintenance Expenditures	(\$2,529,513.96)	(\$2,567,456.67)	(\$2,605,968.52)	(\$2,645,058.05)
Estimated TIP Project Expenditures	(\$1,017,381.00)	(\$321,783.00)	(\$83,000.00)	(\$85,000.00)
<b>Amount Available for Local Projects</b>	<b>\$21,130,740.04</b>	<b>\$43,419,135.36</b>	<b>\$65,407,801.84</b>	<b>\$87,355,378.79</b>

**TAB 5**

## **TECHNICAL PLANNING COMMITTEE AGENDA 1/17/2018; ITEM II.C.**

### **Amendment to the Program Management Plan**

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

##### **AGENDA DESCRIPTION:**

Federal statutes require the OTO to maintain a *Program Management Plan* (PMP) which outlines policies for administering the Section 5310 Enhancing Mobility for Seniors and Individuals with Disabilities grant program. The PMP includes information on eligible subrecipients, roles and responsibilities, reporting, and selection criteria. With the recent adoption of a new Transit Coordination Plan (TCP), the LCBT has updated portions of the PMP. An amendment of only relevant portions of the PMP is allowed by FTA guidance.

This amendment to the PMP does not alter key administrative elements of the Section 5310 grant program. The MOU outlining the roles and responsibilities of the OTO, CU, and MoDOT remains unchanged. The basic structure of the grant application or the types of eligible subrecipients also has not changed.

Changes made to the PMP include revised selection criteria and a narrowed list of eligible projects. The PMP identified a need for evening and weekend services, intercity services, and greater flexibility in ride scheduling. Criteria have been added to prioritized projects with these features. Some changes were also made to the weighting of various criteria. Finally, the MOU defining roles and responsibilities for the grant program exclusively references the administration of grant funds related to vehicle purchases. The existing PMP lists a variety of eligible project types, though the LCBT has operated with an informal policies of only funding vehicles. To formalize this policy, the list of eligible traditional activities has been reduced to vehicle purchases.

FTA has requested the revisions be made available for public comment. After a 15-day comment period, the pages will be resubmitted to FTA.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend the amendment to the Program Management Plan to the Board of Directors.”

OR

“Move to recommend the amendment to the Program Management Plan to the Board of Directors with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Program Management Plan

PMP

Draft Fall 2017

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## Introduction

The Ozarks Transportation Organization (OTO) is the Metropolitan Planning Organization (MPO) for the Springfield, Missouri Metropolitan Area, serves as the planning authority for transportation related issues for communities within the Metropolitan Area. OTO including the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard and parts of Christian and Greene counties.

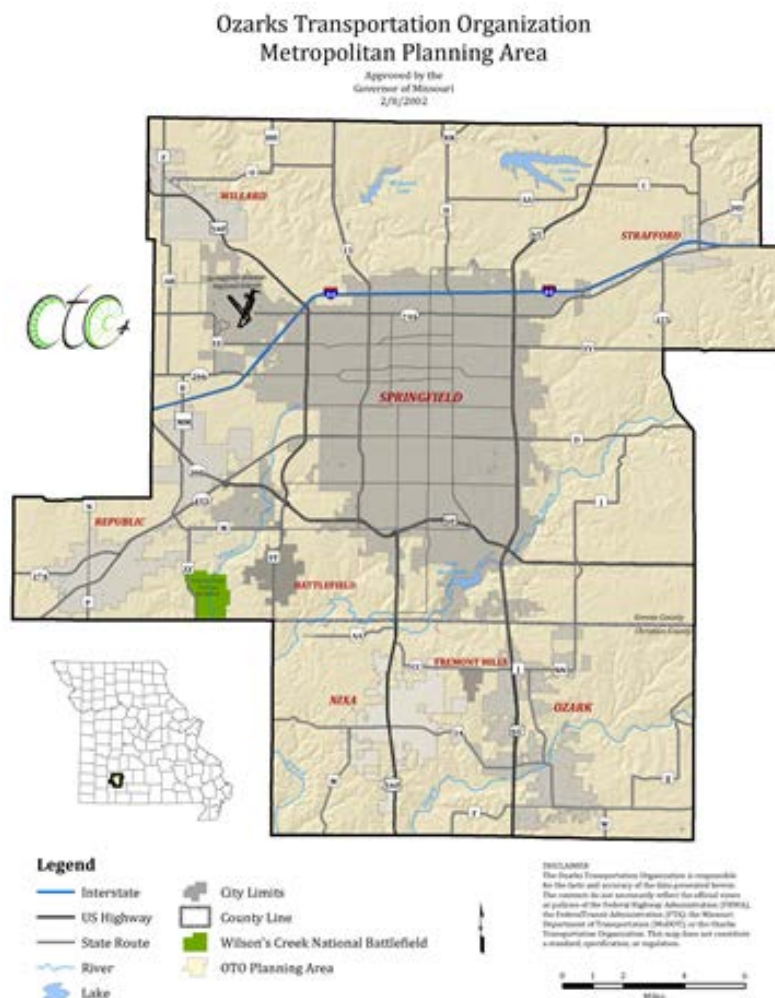
The Moving Ahead for the Progress in the 21<sup>st</sup> Century (MAP-21) legislation brought about many changes to FTA programs when it was signed in July 2012. The Fixing America's Surface Transportation Action (FAST Act) passed in December 2015 did not affect policies related to this Program Management Plan PMP. This plan is developed to specifically meet 49 USC § 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. Title 49 of FTA Circular 9070.1G chapter VII requires the development of a Program Management Plan (PMP).

## Summary

Title 49 U.S.C. 5310 establishes the *Enhanced Mobility of Seniors and Individuals with Disabilities* grant program. FTA Circular 9070.1G, Chapter VII requires the development of a Program Management Plan (PMP). The PMP shall describe the designated recipient's policies and procedures for administering the *Enhanced Mobility of Seniors and Individuals with Disabilities* program in OTO Study Area. This plan addresses the following content as outlined under the Management Plan Content and ensures FTA requirements are being met by the designated recipient(s). A final copy of this PMP shall be on file with the Federal Transit Administration Region VII.

## Purpose

The purpose of this Program Management Plan is for documentation of the designated recipient(s) administrative activities of the 5310 program. To continue to create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.



## Program Management Plan Content

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) FTA Circular C9070.1G requires a plan that describes the following elements. No prescribed format for the Program Management Plan is given. This plan address the following topics A-O, providing information for each topic as listed below.

### A. Program Goals and Objectives

The MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities program incorporated two programs from the former SAFETEA-LU legislation, (Elderly Individuals and Individuals with Disabilities Circular 9070.1F and New Freedom Circular 9045.1). FTA has defined the goals of the MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities Program in the FTA Circular C 9070.1G. The goal of this program is to improve mobility for seniors and individuals with disabilities. It is OTO's goal to fully support this program by providing local agencies opportunity to participate in this program throughout the Metropolitan Planning area. FTA provides financial assistance for transportation services planned, designed, and carried out that meet the special transportation needs of elderly individuals and individuals with disabilities in all areas-urbanized, small urban, and rural.

### B. Roles and Responsibilities

The Missouri Governor is responsible for designating the agencies responsible for administration of this program. A Memorandum of Understanding (MOU) attached as **Appendix-A** has been established between the Ozarks Transportation Organization, Missouri Department of Transportation (MoDOT), and the City Utilities (CU) Transit.

It is understood that OTO will be responsible for notifying entities of funding availability, developing the selection process, determining eligibility, and developing the program of projects. OTO will present the prioritized projects for inclusion in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). In addition will certify that projects selected for funding were included in a locally developed coordinated public transit-human services plan, a plan developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human services providers and other members of the public.

It is understood that MoDOT, CU and OTO will administer portions of this program as listed below:

**RECIPIENT DESIGNATION:** The parties will request the Governor of Missouri to make a joint designation of the recipients of 5310. City Utilities (CU) will be the designated recipient for New Freedom type projects and MoDOT will be the designated recipient for traditional 5310 type projects. MoDOT will administer funding for all subrecipients (This does not include CU).

**FUNDING ALLOCATIONS:** The respective percentages and amounts of funding to be administered by MoDOT and CU on any given year will be determined by the OTO Transportation Improvement Program and associated programmed projects and communicated annually to FTA.

**PROJECT SELECTION:** OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.

**PROGRAM OF PROJECTS:** OTO will publish an approved Program of Projects as required by the USDOT.

**PERFORMANCE MEASURES:** CU, will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO and MoDOT will be responsible for collecting data from area subrecipients for performance reporting.

**PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING:** OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Services Coordination Plan.

**STATE MANAGEMENT PLAN:** MoDOT will be responsible to document the program procedures in a State Program Management Plan.

**PLANNING:** OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.

**GRANT MANAGEMENT:** MoDOT will be responsible for grant management responsibilities for all OTO area subrecipient other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

**PROGRAM ADMINISTRATION FUNDS:** The Program Administration Funds will be divided between MoDOT and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. See MOU Exhibit 1 for a hypothetical example. If OTO incurs costs to perform the Section 5310 program specific responsibilities as outlined above, then it may request and receive a maximum of 33% of the FTA maximum allowed 10 percent administration funds ("Program Administration Funds").

## C. Coordination

OTO has established an active Local Coordinating Board for Transit (LCBT) that meets every other month and may include additional meetings as needed. The LCBT is comprised of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, MoDOT and human service transportation providers. The LCBT looks at existing coordination efforts, and attempts to strategize new ways to coordinate special needs of transportation services.

A Transit Coordination Plan (TCP) has been developed through participation of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, Missouri Department of Transportation and human service transportation providers. The Transit Coordination Plan (TCP) strategies and actions are identified and further developed as a Five-Year Implementation Plan.

Enhanced Mobility of Seniors and Individuals with Disabilities Program funding must be implemented effectively and efficiently. As part of the 5310 selection criteria a project must be part of a locally developed Transit Coordination Plan.

#### **D. Eligible Subrecipients**

The OTO administers the project selection process for the 5310 program. City Utilities (CU) Transit and Missouri Department of Transportation (MoDOT) are the designated recipients for FTA 5310 funding for the OTO Planning Area.

According to FTA Circular 9070.1G the following types of agencies are eligible to receive funding through the 5310 program:

- Private non-profit organization – A non-profit organization is a corporation or association determined by the Secretary of Treasury to be an organization described by 26 USC 501(a) or one which has been determined under state law to be non-profit and for which the designated state agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization.
- State or local governments
- Operators of public transportation services, including private operators of public transportation services

In addition to being classified as one of the listed types of agencies, only sponsors whose projects serve the OTO area for which the funds were apportioned are eligible to receive funding, and certain qualifiers to governmental entities must be met when traditional 5310 project funds are requested.

- The requesting agency must be approved by the state to coordinate services for seniors and individuals with disabilities; or
- Certifies that there are no nonprofit organizations readily available in the area to provide the service.

#### **E. Local Share and Local Funding Requirements**

MAP-21 established that eligible capital projects shall be funded at a minimum 55 percent for traditional type 5310 projects. OTO has elected to use 35 percent for New Freedom type projects and 10 percent shall be used for administrative fees. Grant awards may be used for capital projects or operating expenses as described under FTA Circular 9070.1G Section III eligible projects.

Depending on which type of assistance is being applied for, project sponsors are required to match different percentages to the federal share of eligible expenses. The share for capital expenses is a minimum of 20 percent local funding with a maximum of 80 percent federal funding of the total eligible cost of the project. Operating expense is 50/50 (federal/local) split. All local match funds must be provided from sources other than the federal Department of Transportation. Matching funds could come from a number of nonfederal sources such as state or local appropriations, tax revenues, private donations, service revenues, net income generated from advertising and concession, non-cash share such as donations, volunteered services, or other in-kind contributions are eligible as a local match, so long as the value of each is documented and supported, and are a cost that would otherwise be eligible

under the program, other Non-department of Transportation federal funds that are eligible to be expended for transportation.

#### **Exceptions to Local match requirements**

FTA Circular 9070.1G Section III (b) describes the exceptions for certain projects that relate to the Americans with Disabilities Act and the Clean Air Act.

- Vehicles may receive an 85 percent federal share for the purpose of complying with or maintaining compliance with ADA, 42 U.S.C. 12101 et seq of the CAA. A revenue vehicle that complies with 49 CFR part 38 may be funded at an 85 percent Federal share.
- Vehicle-Related Equipment and facilities including clean-fuel or alternative-fuel vehicle-related equipment of facility for the purpose of complying or maintaining compliance with the CCA, or required by ADA may receive a federal share of 90 percent.

#### **F. Project Selection Criteria and Method of Distributing Funds**

- **Assuring equity of distribution of benefits among eligible groups within the OTO Service Area.**  
The application process is open to all agencies providing service within the OTO service area
- **Assuring projects were included in a locally developed coordination plan**  
Selection Criteria requires all projects, to be in alignment with the Transit Coordination Plan (TCP) strategies.
- **Documenting evidence that the local coordinating plan was developed and approved in cooperation with stakeholders, including individuals with disabilities and seniors utilizing transportation services.**  
The TCP was developed through a series of meetings with a subcommittee of stakeholders that participated during the update of the plan.
- **Project Selection Criteria:**
  - This project replaces an existing vehicle to maintain current services (15 points)
  - This project will lead to an increase in the agency's ADA amenities offered (10 points)
  - This project will provide service to an area not previously served (10 points)
  - This project supports services of established agencies (10 points)
  - This project provides for an increased number of passengers served per week (5 points)
  - This project will create new intercity connections (5 points)
  - This project will expand transit access at night and on weekends (5 points)
  - This project expands ADA accessibility to public transportation (5 points)
  - Agency has not been awarded a vehicle in the past two years (5 points)
  - This project is in alignment with the themes and strategies identified in the Transit Coordination Plan (5 points)
  - This project will offer same day transit service (3 points)
  - This project will offer flexible scheduling options (2 points)

#### **Method of Distributing Funds**

OTO administers the project selection process for the 5310 program. An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the listed considerations and ranked by review. The score will be used as a selection

tool by the Local Coordinating Board for Transit and selected projects will be recommended for approval by the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision. Agencies requesting funding from this program must certify eligibility.

## G. Annual Program of Project Development and Approval Process

### The 5310 program annual program process:

- Application workshop in conjunction with soliciting for 5310 applications
- Sending letters to all known agencies, public notice is posted on the OTO public board, emails are sent to all known transit agencies and human service agencies
- Solicit 5310 application in one public newspaper for one day
- Agencies request public comments 30 days during the application period
  - Application closes with a 45 review period
  - OTO prepares application for LCBT review, ranking and project selection
  - LCBT makes recommendation of project to the OTO Board of Directors
  - Public comment period (TIP and POP)
  - OTO BOD approves recommended projects
  - Approved projects are included in the TIP which is approved by the OTO Board of Directors

## H. Administration, Planning and Technical Assistance

OTO will require that 10 percent of 5310 funding be directed toward support of the administrative activities. OTO, MoDOT and CU Transit will be individually allowed to apply for portions of the 10 percent administrative funds. The Memorandum of Understanding (MOU) attached as **Appendix-A** spells out the distribution process of the administrative fee and is dependent on the activities performed by each agency.

## I. Transfer of Funds

Although it may be allowed, OTO has made no provision to transfer 5310 funds to other programs.

## J. Private Sector Participation

OTO shares and solicits transit information to public and private agencies on a regular bases through email distribution and LCBT meetings.

It is understood that CU will not use private providers of public transportation, including purchasing service for any portion of its paratransit services or a 3<sup>rd</sup> party contracted services with 5310 funding.

## K. Civil Rights

Per the MOU between OTO, MoDOT and CU Transit, oversight for grantees will included all required certifications and assurance prior to signing a contact and grantees must comply with all standard federal civil rights requirements including:

- Title VI of the Civil Rights Act of 1964, as amended,
- The Equal Employment Opportunity (EEO) requirements of Executive Order 11375, and
- FTA's Disadvantaged Business Enterprise (DBE) program requirements.

It is understood that MoDOT will require that subrecipients recommended for federal funding submit all project appropriate FTA certifications and assurances prior to contract execution and annually

thereafter. MoDOT will not execute any grant contract without having first received these items. These include, but are not limited to:

- Standard Assurances
- Nondiscrimination Assurances

Annually, each sub-recipient will be required to submit a signed and dated Standard DOT Title VI Assurance. Subrecipients will also file a yearly Title VI report. This report must detail a list of all complaints or lawsuits, list of federal funding, description of program advisory committee and summary of any civil rights compliance review activities conducted by the recipient.

Subrecipients must file semi-annual DBE activity report. This report will detail a dollar value of contracting opportunities, expenditures made to certified DBE, and identification of any potential DBE firms in the area. Subrecipients will take all necessary and reasonable steps to:

- Identify contracting opportunities
- Analyze area DBE availability
- Use good faith efforts to utilize DBE firms, and,
- Maintain necessary records to verify steps taken and participation achieved.

It is understood that MoDOT will exercise an active oversight role with regard to the equipment procurement process. MoDOT will require that bidding documents for vehicles or other equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE).

It is understood that MoDOT will require that all operations assistance recipients comply with 49 CFR part 26 and provides assistance to sub-recipients in locating DBE vendors with they are purchasing goods, services, or equipment.

It is understood that CU will monitor CU's Title VI, EEO, and DBE programs with CU's contractors, and MoDOT will oversee compliance with MoDOT's subrecipients and their contractors. Reports will be prepared and submitted to the Federal Transit Administration. The appropriate civil rights clauses will be included in contract agreements. The checklist that will be used during sub-recipient and contractor reviews will include a section to verify compliance with Civil Rights issues such as discrimination, employment, complaints, and accessibility of services.

Should a Civil Rights lawsuit or complaint be filed against any of the agency participating in the MOU, the agency involved will properly document the complaint such as the date received, a summary of the action, and the status of the action. The agency staff will work with it legal counsel as need and FTA to make sure all legal requirements have been met in resolving the issue.

## **L. Section 504 and ADA Reporting**

Recipients of federal funds must comply with civil rights requirements including the federal protections for persons with disabilities:

- Section 504 of the Rehabilitation Act of 1973 as amended,
- The Americans with Disabilities Act of 1990, as amended, and

- Code of Federal Regulations Title 49 Parts 37 and 38.

It is understood that CU will notify each grant contractor at the time of the grant award that they may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. CU's transportation system is expected to have and follow a comprehensive ADA policy which includes but is not limited to:

- Staff training on accessibility issues
- A service animal policy
- Proper use and maintenance of lifts and securement systems
- Personal Care Attendant policy
- Complaint processes and policies.

## M. Program Measures

**Reporting** – It will be the responsibility of both designated recipients (MoDOT and CU Transit) to properly collect and report data for the program measures in accordance to FTA requirements described in FTA circular 9070.1G on page II-3.

Two performance measures for traditional 5310 projects include measures for gaps in:

- Service filled
- Ridership

MoDOT is responsible for traditional 5310 project measures.

Three performance measures are described for non-tradition 5310 projects that:

- Increases or enhancements implemented
- Are additions or changes to physical infrastructure
- Are actual or estimated number of rides for which CU will be responsible

## N. Program Management

Per the MOU, it will be the responsibility of both designated recipients (MoDOT and CU Transit) to properly administer the program management responsibilities as agreed in such areas as procurement, financial management, property management, vehicle use, maintenance and disposition, accounting system, audit closeout as described in FTA Circular 9070.1G VII-3(n)

CU will maintain a financial management system for financial reporting, accounting records, internal controls, and budgeting control subject to standards specified in state laws enforced by the State Auditor. All systems and procedures for financial management must comply with 49 CFR 18.20, the "Common Rule."

CU is the designated recipient for administration purposes and a potential direct recipient for portions of FTA grant funds, and will enter into agreements directly with FTA. MoDOT will execute grant agreements with other sponsors who are not eligible for direct recipient status. The grant agreements for capital projects will detail the equipment approved for purchase and its intended use and a grant agreement for operations assistance will outline the type of service provided by the agency, the time period covered by the agreement, and the service area.



CU will not have any subrecipients to oversee or reimburse. MoDOT will oversee all Springfield Section traditional 5310 subrecipients and reimburse the subrecipients with the federal funds based on the proportions identified on the MOU. See **Appendix-A**. The federal share on any project shall not exceed 80 percent for capital projects (85% for ADA Vehicles) and 50 percent for operations projects. Grant expenditures will be identified by federal grant number, grant program and MoDOT will track subrecipient grant numbers.

CU will also maintain spreadsheets for CU's grant projects. These spreadsheets will track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets will be prepared to summarize the total expenditures on each federal grant and will be used to reconcile the grant expenditures and for revisions to the program of projects and budgets.

CU as a designated recipient and potential direct recipient for portions of the Section 5310 grant funding will be required to prepare a variety of reports on a quarterly basis. These would include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, and revenue service hours provided. CU will also be required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

CU, as well as MoDOT will restrict vehicle use to passenger transportation services. Vehicles must be used in service that is available to the general public. CU may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from FTA.

CU, MoDOT and subrecipients are responsible for submitting vehicle information to FTA upon purchase and every two years during the Biennial Inventory of Assets and every three years for the Triennial Review. Information kept on each vehicle includes the year, make, and model; date accepted; included equipment; location; grant number; federal percentage share; date last inspected, recorded mileage, and condition; type of funding used for the purchase; and other information used by CU for program review and reporting. The information obtained from these reports will become part of the inventory record along with the title and certificate of collision insurance coverage. Vehicles must be maintained in accordance with CU's vehicle maintenance plans. To ensure that the vehicles are properly maintained, CU's Internal Audit staff and Finance's Plant Accounting staff review vehicle maintenance records and physically inspect vehicles.

CU and MoDOT will follow FTA policy with regard to vehicle life cycle and disposition of vehicles. Please refer to circular 5010.1C Grant Management Guidelines. The inventory will include Year/Make/Model, Vehicle Code, Vehicle Identification Number, Agency Vehicle Number, Condition, Age, Remaining Useful Life, Replacement Cost, ADA Access, Seating Capacity, and Fuel Type.

Subrecipients of 5310 funding are required to comply with the MoDOT State Management Plan. Compliance areas include but are not limited to procurement, financial management, and vehicle maintenance and disposition.

## O. Other Provisions

### **Environmental Protection**

OTO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary.

### **Regulations Associated with Vehicle Purchase**

Vehicles purchased with 5310 funds will be ADA accessible. All vehicles will meet federal “Buy America” provisions and certifications.

### **Restriction on Lobbying and Code of Ethics**

It is required to complete FTA’s Certification on Lobbying prior to contract execution. All staff, officers, employees, board members or agents of the grantee are required to comply at a minimum of its agencies (MoDOT or CU) written code of conduct.

### **Prohibition on Exclusive School Transportation**

Recipients of this program are required by 49 U.S.C. 5323(f) and FTA regulations, “School Bus Operations,” at 49 CFR 605.14, must agree that they will:

- Engage in school transportation operations in competition with private school transportation operators only to the extent permitted by 49 U.S.C. 5323(f), and Federal regulations; and
- Comply with the requirements of 49 CFR Part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance authorized by 49 U.S.C. Chapter 53 or Title 23 U.S.C. for transportation projects.
- An exception would be the transportation of students with disabilities who are eligible CU passengers. Agencies must understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further federal assistance for transportation.

### **Drug and Alcohol Testing**

Agencies receiving FTA 5310 funds will adhere to FTA regulations pertaining to drug abuse and alcohol misuse testing, including for subrecipients and contractors.

### **Worker Eligibility**

Agencies receiving FTA 5310 funds will participate in E-Verify and ensure all workers have legal status. Participation will be verified during the application review process.

## Appendix-A: MOU

CCO Form:  
Approved: 1/14 (MWH)  
Revised:  
Modified:

CFDA Number: CFDA #20.513  
CFDA Title: Enhanced Mobility of Seniors and Individuals with Disabilities Program  
Federal Agency: Federal Transit Administration, Department of Transportation

### **MEMORANDUM OF UNDERSTANDING FOR THE DESIGNATED RECIPIENTS OF FEDERAL TRANSIT ADMINISTRATION SECTION 5310 FUNDING - SPRINGFIELD**

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made between the Missouri Highways and Transportation Commission (hereinafter, "Commission") acting by and through the Missouri Department of Transportation (hereinafter, "MoDOT"), Ozarks Transportation Organization (hereinafter, "OTO") and City Utilities of Springfield, Missouri - Transit (hereinafter, "CU") for the purpose of delineating the responsibilities for meeting the Federal Transit Administration (FTA) requirements with regard to the Section 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities.

#### **WITNESSETH:**

WHEREAS, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) outlined changes to the FTA Section 5310 program which results in the need for this MOU. MAP-21 added new eligibilities to the FTA Section 5310 program which now includes the purchase of vehicles to transport the elderly and disabled and operations of the agencies who provide this transportation service, as well public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit (formerly known as New Freedom Projects).

WHEREAS, changes to federal law have resulted in the need for the governor of the State of Missouri to designate a Springfield urbanized area federal aid recipient specifically for FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities.

WHEREAS, funding is now apportioned to the Springfield, Missouri urbanized area and OTO is the Metropolitan Planning Organization responsible to conduct the federally mandated transportation planning process.

WHEREAS, OTO, CU and MoDOT wish to outline responsibilities regarding the planning and administration of Section 5310 funds.

WHEREAS, MoDOT has a successful history of administration of transit projects with nonprofit and human service agencies.

WHEREAS, CU is the current designated recipient of FTA Section 5307, Urbanized Area Formula Grant and prior Section 5316 JARC and 5317 New Freedom grants and has a successful history of administering and delivery of federally-funded transit projects.

WHEREAS, OTO has traditionally provided the project selection, programming and planning for the expenditure of FTA funds for public transportation projects,

NOW, THEREFORE, MoDOT, OTO and CU agree as follows:

- (1) RECIPIENT DESIGNATION: The parties will request the Governor of Missouri to designate MoDOT as a designated recipient of 5310 funds and also designate City Utilities as the designated recipient of the Springfield urbanized area allocation of 5310 funds.
- (2) FUNDING ALLOCATIONS: The respective percentages and amounts of funding to be administered by MoDOT and CU on any given year will be determined by the OTO Transportation Improvement Program and associated programmed projects and communicated annually to FTA in a joint letter from the designated recipients, MoDOT and CU.
- (3) PROJECT SELECTION: OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon a pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.
- (4) PROGRAM OF PROJECTS: OTO will publish an approved Program of Projects as required by the USDOT.
- (5) PERFORMANCE MEASURES: CU will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO and MoDOT will be responsible for collecting data from area subrecipients for performance reporting.
- (6) PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING: OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Service Coordination Plan.
- (7) STATE MANAGEMENT PLAN: MoDOT will be responsible to document the program procedures in a State Program Management Plan.
- (8) PLANNING: OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.
- (9) GRANT MANAGEMENT: MoDOT will be responsible for grant management responsibilities for all OTO area subrecipients other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and



## Program Management Plan

closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

- (10) **PROGRAM ADMINISTRATION FUNDS:** If OTO incurs costs to perform the Section 5310 program specific responsibilities as outlined above, then it may request and receive a maximum of 33% of the FTA maximum allowed 10% administration funds ("Program Administration Funds") proportionately from MoDOT and CU. The Program Administration Funds will be divided between MoDOT and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. See Exhibit 1 for a hypothetical example.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding on the last date written below.

Executed by the CU this 25<sup>th</sup> day of February, 2014.

Executed by the OTO this 28 day of February, 2014.

Executed by the Commission this 20 day of March, 2014.

MISSOURI HIGHWAYS AND  
TRANSPORTATION COMMISSION

CITY UTILITIES OF SPRINGFIELD,  
MISSOURI

By [Signature]  
Title MoDOT Multimodal Operations Director

By [Signature]  
Title Scott Miller  
General Manager



Attest: [Signature]  
Secretary to the Commission

Attest:  
By [Signature]  
Title Amy Austin  
Associate General Manager-  
Administration

Approved as to Form:  
[Signature]  
Commission Counsel

Approved as to Form:  
By [Signature]  
Title Rex McCall  
Legal Counsel

OZARKS TRANSPORTATION ORGANIZATION

By [Signature]  
Title Executive Director

**EXHIBIT 1**

**HYPOTHETICAL EXAMPLE OF DIVISION OF PROGRAM ADMINISTRATION FUNDS  
IN ACCORDANCE WITH SECTION 10**

*Hypothetical example: Assume total Project Funds of \$250,000. The Program Administration Funds would be 10% or \$25,000. Assume that OTO spends \$10,000 performing its Section 5310 responsibilities set forth above. OTO would get 33% of \$25,000 or \$8,250. The remaining \$16,750 would be split between MoDOT and CU. Assume that MoDOT administers \$123,750 of the Project Funds (55%) and CU administers \$101,250 of the Project Funds (45%). Of the remaining Program Administration Funds, MoDOT would get 55% of \$16,750 or \$9,212.50 and CU would get 45% of \$16,750 or \$7,537.50.*



GOVERNOR OF MISSOURI

JEFFERSON CITY

65102

JEREMIAH W. (JAY) NIXON  
GOVERNOR

P.O. Box 720  
(573) 751-3222

July 16, 2014

Mr. Mokhtee Ahmad, Regional Administrator  
Federal Transit Administration – Region VII  
901 Locust Street – Room 404  
Kansas City, MO 64106

RE: Springfield, Missouri Urbanized Area Designated Recipients for FTA  
Section 5310 Enhanced Mobility for Seniors and Individuals with  
Disabilities Program Funding

Dear Mokhtee Ahmad:

As required in 49 U.S.C. Section 5310, I am designating the City of Springfield, Missouri by and for the benefit of City Utilities of Springfield, Missouri and the Missouri Highways and Transportation Commission acting by and through the Missouri Department of Transportation as the designated recipients of Federal Transit Administration Section 5310 enhanced mobility for seniors and individuals with disabilities program funds for the Springfield, Missouri urbanized area.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeremiah W. Nixon".

Jeremiah W. (Jay) Nixon  
Governor

c: Dave Nichols, MoDOT  
Scott Miller, Springfield City Utilities  
Sara Fields, Ozarks Transportation Organization

[www.governor.mo.gov](http://www.governor.mo.gov)

## Appendix-B: Selection Criteria

### **FTA SECTION 5310 PROJECT RATING GUIDELINES**

**Enhanced Mobility of Seniors and Individuals with Disabilities Program** (5310) program provides grant funds to urbanized areas for public transportation and allows investments in vehicles, capital projects and operating assistance that are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities.

#### **GOAL**

To create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.

#### **POLICY**

It is the policy of the Ozarks Transportation Organization to comply with the Federal Transit Administration's guidance for the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program, this guidance requires a minimum of 55 percent of the apportionment to be allocated capital purchases for Human Service agencies, therefore until such time as found to be no longer in the organizations best interest, the OTO shall allocated 55 percent to human service organizations for the purchase of capital projects as outlined in the Code of Federal Regulations FTA C 9070.1G and 35 percent for capital and operation expense and beyond the ADA requirements as defined in the CFR, and 10 percent shall be designated for administration of the program. Eligible recipients of FTA Section 5310 funding shall apply for eligible project funding that includes vehicles, capital projects and operating assistance under FTA Section 5310 program.

#### **PROCEDURE**

An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the attached considerations and ranked by review. The score will be used as a recommendation to the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision.

***Note: It is the responsibility of the transit provider to include all information needed for the subcommittee to assess how each project applies to these criteria.***



### **Eligible Capital Projects to Benefit Human Service Transit (55 percent)**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) established a list of activities as eligible capital projects that meet a minimum 55 percent requirement for 5310 funding, see circular FTA 9070.1G. The LCBT has chosen to fund only the following activity with “55 percent” funds.

- Additional or replacement vehicles and associated equipment (e.g. buses, vans and minivans, extra seats, heavy-duty wheelchair lift,)

### **Other Eligible Capital and Operating Expense Projects (35 percent)**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) established a list of activities as eligible other capital and operating expense projects that meet a minimum 35 percent requirement for 5310 funding, **Examples include this non comprehensive list of projects that enhance paratransit activities beyond minimum ADA requirements:**

- Expansion of paratransit service beyond the three-fourths mile required by ADA
- Expansion of current hours of ADA paratransit operation
- Incremental cost of providing same day service
- Incremental cost of door-to-door service
- Enhance level of service by transit escort or assisting riders to destination
- Vehicles or labor to accommodate mobility aids exceeding standard ADA wheelchairs
- Additional securement location in public buses beyond ADA requirements
- Accessibility improvements to transit and intermodal stations (non-key stations)
- Accessible pathways include: curbcuts, sidewalks, accessible pedestrian signals of other features, elevators, ramps, detectable warnings, improving signage, wayfinding technologies, other technology improvements, and Intelligent Transportation Systems;
- Travel training
- Vehicles to support ADA taxi, rideshare, and/or vanpooling programs
- Administration and expenses related to new voucher programs
- Supporting volunteer driver and aid programs
- Additional Information can be found in FTA C 9070.1G

### **ADMINISTRATIVE EXPENSES (10 percent)**

Up to 10 percent of the recipient’s total fiscal year apportionment may be used to fund program administration costs including administration, planning and technical assistance for projects funded in this program. Program administration costs may be funded at 100 percent federal share.

Per the requirements of MAP-21, 5310 funds cannot be transferred into or out of the areas in which they were apportioned (i.e. urban to rural areas).

#### Additional Eligibility Requirements for 5310 Funding

In addition to the above eligibility standards, projects seeking 5310 funding must address a strategy or action in the Transit Coordination Plan 2017. The applicant must have a minimum (non-federal) local match of 20 percent match for capital project, 50 percent match for operations and 0 percent match for administration as required by MAP-21.

## 5310 Scoring Criteria

Agency Submitting Project: \_\_\_\_\_

Vehicle Requested: \_\_\_\_\_

Federal Funds Requested: \_\_\_\_\_

Type: Replacement Vehicle ☐ New Vehicle ☐

Max Points Possible	Evaluation Criteria	Points Awarded
15	This project replaces an existing vehicle to maintain current services	
10	This project supports services of established agencies	
10	This project will lead to an increase in the agency's ADA amenities offered	
10	This project will provide service to an area not previously served	
5	This project provides for an increased number of passengers served per week	
5	This project will create new intercity connections*	
5	This project will expand transit access at night and on weekends*	
5	This project expands ADA accessibility to public transportation	
5	Agency has not been awarded a vehicle in the past two years	
5	This project is in alignment with the themes and strategies identified in the Transit Coordination Plan	
3	This project will offer same day transit service*	
2	This project will offer flexible scheduling options*	
<b>80</b>	<b>Total</b>	

\*New Criteria for 2017

## Document History

04/21/2008 Curtis - Final Draft of the Program Management Plan (SAFETEA-LU)  
06/12/2012 Curtis – Update Program Management Plan (SAFETEA-LU)  
05/30/2014 Curtis – LCBT Approved the Program Management Plan (MAP-21)  
06/11/2014 Curtis – TPC Approved the Program Management Plan (MAP-21)  
06/19/2014 Curtis – BOD Approved the Program Management Plan (MAP-21)  
01/08/2015 Curtis – LCBT Approved the Update to the Program Management Plan (MAP-21)  
01/14/2015 Curtis – FTA Approval letter received for the updated Program Management Plan (MAP-21)  
01/21/2015 Curtis – TPC Approved the Update to the Program Management Plan (MAP-21)  
02/19/2015 Curtis – BOD Approved the Update to the Program Management Plan (MAP-21)  
11/9/2017 Andy- LCBT Approved Updated Pages of Program Management Plan

**TAB 6**

**TECHNICAL PLANNING COMMITTEE AGENDA 1/17/2018; ITEM II.D.**

**Regional Bicycle and Pedestrian Trail Investment Study**

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

**AGENDA DESCRIPTION:**

Please review the draft study at  
[http://www.ozarkstransportation.org/Documents/OTO\\_Trail\\_Investment\\_Study\\_Complete.pdf](http://www.ozarkstransportation.org/Documents/OTO_Trail_Investment_Study_Complete.pdf).

The Transportation Alternative Program Subcommittee identified a need to have more detailed cost and alignment information for bicycle and pedestrian trails connecting OTO communities during its August 2016 meeting. The subcommittee wants to consider directing TAP funds to more regional trail projects rather than local sidewalk projects, but lacks sufficient information. Ms. Fields suggested a consultant be brought on board to refine alignments, develop cost estimates, and create a prioritization scheme. The Board approved the funds for the study at its December 2016 meeting. Alta Planning and Design was chosen to complete the study.

The study evaluated approximately 76 miles of proposed trail corridors. These corridors had been proposed during previous community planning efforts and served as important community connections. Alta refined these alignments through two community meetings, review of existing land ownership patterns, consideration of key points of interest, site visits by Alta designers, and input from the BPAC. Alternative alignments were created and evaluated against the original alignments. If the preferred alignment was not feasible over the near term, an interim on-street alignment was identified.

Two types of cost estimates were completed for the preferred trail alignments. A per-mile cost was initially calculated for each alignment, based on three types of trails. These types included urban, rural, and riparian. In addition to these high-level planning costs, more detailed costs were considered based on topography, construction considerations, engineering costs, and other contingencies. The two types of estimates were compared to ensure a reasonable estimate was created. Estimated costs ranged from \$100 to \$103 million to complete the regional trail network.

No formal prioritization of trails was completed as part of this study. A methodology was created to prioritize trails. The prioritization methodology will be used to evaluate projects each time TAP funds are made available for regional trail projects. As included in the sample prioritization document, the methodology was used to identify ten trails for additional segmentation. The trails were segmented into \$500,000 to \$800,000 segments, close to what could be funded with TAP funds.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

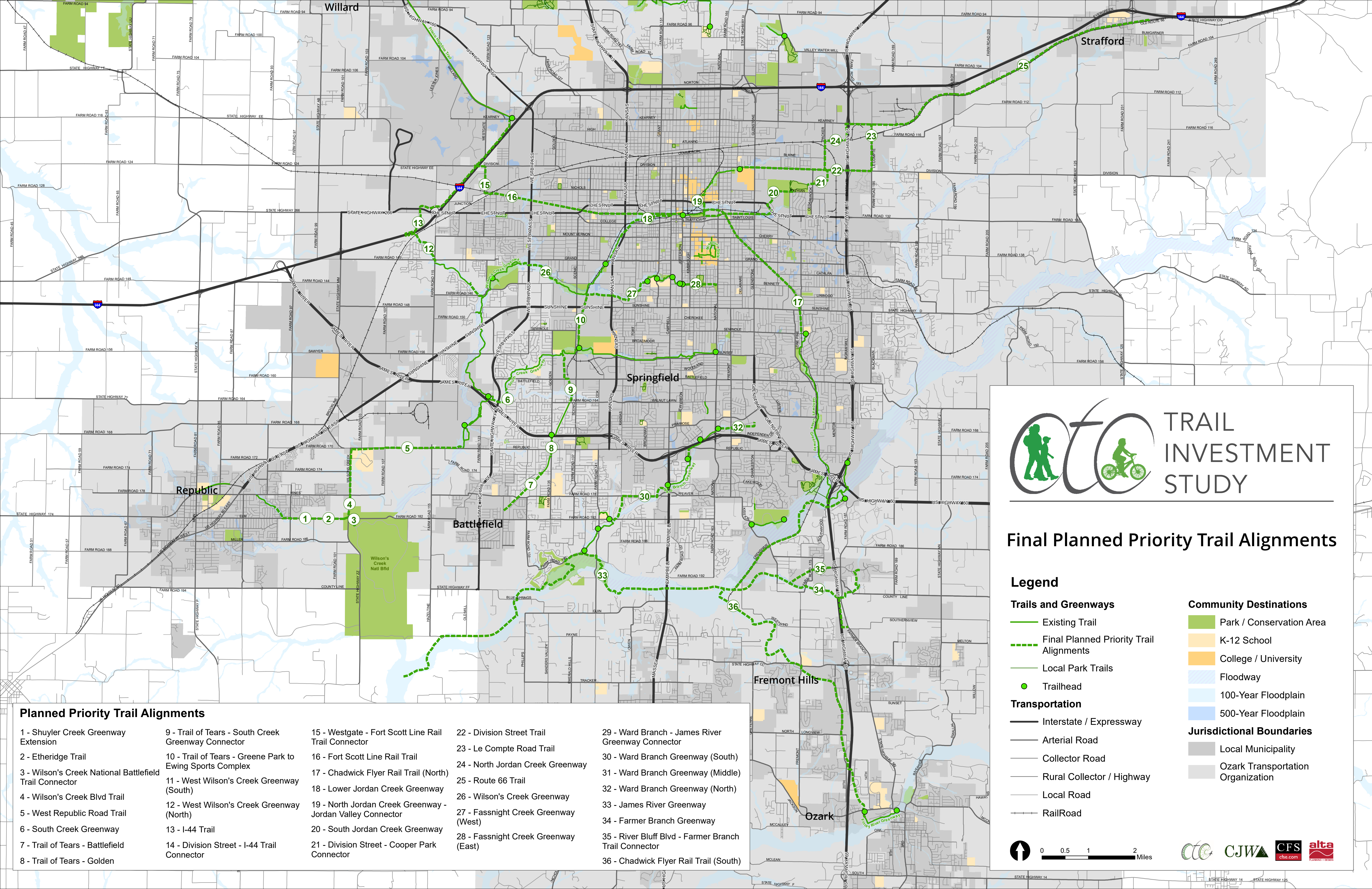
That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend the Regional Bicycle and Pedestrian Trail Investment Study to the Board of Directors.”

OR

“Move to recommend the Regional Bicycle and Pedestrian Trail Investment Study to the Board of Directors with the following changes...”





# TRAIL INVESTMENT STUDY

## Final Planned Priority Trail Alignments

### Legend

#### Trails and Greenways

- Existing Trail
- Final Planned Priority Trail Alignments
- Local Park Trails
- Trailhead

#### Transportation

- Interstate / Expressway
- Arterial Road
- Collector Road
- Rural Collector / Highway
- Local Road
- RailRoad

#### Community Destinations

- Park / Conservation Area
- K-12 School
- College / University
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain

#### Jurisdictional Boundaries

- Local Municipality
- Ozark Transportation Organization

### Planned Priority Trail Alignments

- |   |   |  |                                      |   |
|---|---|--|--------------------------------------|---|
| 1 - Shuyler Creek Greenway Extension                    | 9 - Trail of Tears - South Creek Greenway Connector       | 15 - Westgate - Fort Scott Line Rail Trail Connector       | 22 - Division Street Trail           | 29 - Ward Branch - James River Greenway Connector     |
| 2 - Etheridge Trail                                     | 10 - Trail of Tears - Greene Park to Ewing Sports Complex | 16 - Fort Scott Line Rail Trail                            | 23 - Le Compte Road Trail            | 30 - Ward Branch Greenway (South)                     |
| 3 - Wilson's Creek National Battlefield Trail Connector | 11 - West Wilson's Creek Greenway (South)                 | 17 - Chadwick Flyer Rail Trail (North)                     | 24 - North Jordan Creek Greenway     | 31 - Ward Branch Greenway (Middle)                    |
| 4 - Wilson's Creek Blvd Trail                           | 12 - West Wilson's Creek Greenway (North)                 | 18 - Lower Jordan Creek Greenway                           | 25 - Route 66 Trail                  | 32 - Ward Branch Greenway (North)                     |
| 5 - West Republic Road Trail                            | 13 - I-44 Trail   | 19 - North Jordan Creek Greenway - Jordan Valley Connector | 26 - Wilson's Creek Greenway         | 33 - James River Greenway                             |
| 6 - South Creek Greenway                                | 14 - Division Street - I-44 Trail Connector               | 20 - South Jordan Creek Greenway                           | 27 - Fassnight Creek Greenway (West) | 34 - Farmer Branch Greenway                           |
| 7 - Trail of Tears - Battlefield                        |   | 21 - Division Street - Cooper Park Connector               | 28 - Fassnight Creek Greenway (East) | 35 - River Bluff Blvd - Farmer Branch Trail Connector |
| 8 - Trail of Tears - Golden                             |   |  |                                      | 36 - Chadwick Flyer Rail Trail (South)                |



**TAB 7**

**TECHNICAL PLANNING COMMITTEE AGENDA 1/17/2018; ITEM II.E.**

**FY 2019 Unified Planning Work Program Subcommittee**

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

**AGENDA DESCRIPTION:**

OTO staff is requesting a Unified Planning Work Program (UPWP) Subcommittee of the Technical Planning Committee be formed to prepare the FY 2019 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

Staff recommends the Technical Planning Committee appoint a FY 2019 UPWP Subcommittee consisting of three or five members.



**TAB 8**

HOME

AASHTO

DAILY TRANSPORTATION

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DAILY TRANSPORTATION UPDATE

TRANSPORTATION TV

Print Story

## U.S. October Road Traffic Continues Run of New Record Highs

## AASHTO Journal

Motor vehicle travel on all U.S. highways and streets increased 1.2 percent in October from a year earlier – adding 3.3 billion more vehicle miles – and [continued a string of record-high volume levels](#).

The Federal Highway Administration in its latest monthly "Traffic Volume Trends" report said motorists racked up an estimated 275 billion vehicle miles in October as demand for roadway travel kept growing.

After traffic volume set an all-time yearly high in 2016, it is on pace for another record year in 2017.

The FHWA said that in the 10 months of 2017 through October, traffic has increased 1.3 percent or by 34.6 billion vehicle miles.

That is often reflected in increasing roadway congestion levels and public cries for greater investment in highway improvements and other mobility projects to lessen the time spent stuck in traffic.

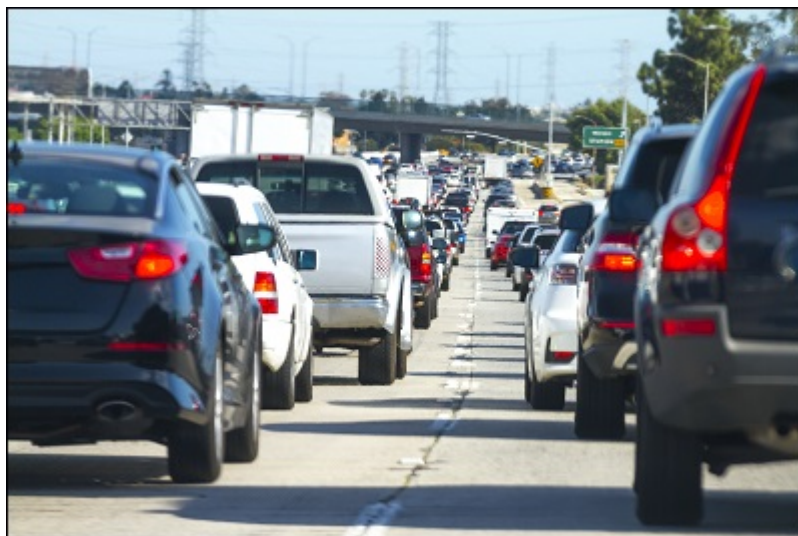
The growth has come despite that [gasoline prices nationwide have risen this year](#) by an average of 25 cents per gallon.

State departments of transportation and other agencies have been trying to keep pace with demand by accelerating projects where they can, by adding more transit options and through use of congestion-pricing tolls and innovative lane-management practices.

The traffic growth has not always been steady in 2017, although each month has shown a gain from the same month in 2016.

For instance, the FHWA said September saw only a 0.3 percent year-over-year increase after a 1.4 percent gain in August, as powerful hurricanes and their aftermath slowed activity in the South Gulf states and [spurred a huge evacuation in Florida](#).

During October, roadway traffic rose the most in the West at 2.5 percent, while it rebounded in the South Atlantic region with a 1.8 percent gain. The Northeast saw a 1.1 rise and the South Gulf region a 0.5 percent increase, but traffic flattened to show no gain in the overall North Central area.



 BOOKMARK FOR LATERMY BOOKMARKS   **See how much California's gas tax will rise through 2020** 2:11

## TRANSPORTATION

## California looks at dumping gas tax for per-mile fee as cars use less fuel

BY TONY BIZJAK  
*tbizjak@sacbee.com*

DECEMBER 08, 2017 03:55 AM

UPDATED DECEMBER 09, 2017 08:23 AM

Weeks into a new gas tax hike, California transportation officials said Thursday they are studying ways to charge drivers based on how many miles they drove since their last fill-up rather than the amount of fuel they use.

The problem? California drivers are choosing such fuel-efficient cars that the state fears it will be deprived of enough road construction revenues in the long run.

The Caltrans study – the California Road Charge Pilot Program report – is billed as a way for the state to move from its longstanding but outmoded pump tax to a system where drivers pay based on their odometer readings.

Caltrans Deputy Director Carrie Pourvahidi said the state will send out a request early next year to technology companies for ideas on a simple communication system at gas stations or electric charging stations that can instantly tell how many miles the car has driven.

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“It’d be point-of-sale technology,” she said. “We’re looking for something so simple that there is nothing (the driver) has to do.”

If the state finds technology that works, it will apply for a federal highway grant to explore how to set up a statewide system. Other states have been looking into switching to a per-mile road tax, but California appears to be the first to look at point-of-purchase technology in recent years, Pourvahidi said.

Officials say the research stems from the state’s struggles to come up with adequate per-gallon pump revenues as more cars get higher mileage.

Gov. Jerry Brown and the state Legislature passed a controversial set of tax and fee increases this year that they see as a stopgap. Those fees, including a 12-cent per gallon tax increase, are being challenged by tax groups seeking a November 2018 ballot repeal.

In a report issued Thursday, state officials said this year’s Senate Bill 1 tax should succeed in “delaying the expected transportation funding shortage by a decade or more,” but contends the state ultimately will need a new system for funding road maintenance and repair.

Assemblyman Travis Allen, R-Huntington Beach, is an opponent of SB 1 and dismissed the pay-per-mile concept as well, saying the state has adequate funding already.

“It’s another terrible idea from Sacramento Democrats to reduce productivity,” he said.

The California Road Charge Pilot Program report included an overview of a just-finished road charge experiment that enlisted more than 5,000 volunteer drivers to have their mileage monitored over nine months of driving.

Most volunteers used a device plugged into the vehicle’s data port that relied on wireless technology to transmit mileage information to a state contractor. The state then sent each driver a simulated monthly invoice, and drivers sent in online mock payments.

State officials report that the project went well and is doable on a larger basis for the entire state driving population.

However, they said, a system based on paying per mile at the gas pump or charging station could be simpler, more cost effective and more readily accepted by the public. It likely will take at least until 2025 to come up with a system, the report’s authors said.

#### RELATED STORIES FROM THE SACRAMENTO BEE



Local leaders tout Sacramento highway projects as opponents seek gas tax repeal



House Republicans dismiss ‘political threats’ from California gas tax supporters

Gas tax repeal would strip California lawmakers’ ability to pass increases



Will you end up paying more for gas under California's cap-and-trade extension?

That new system will be problematic politically, though.

Rob Stutzman, a consultant who works with Alliance of Automobile Manufacturers, said it could create a policy conundrum for California. "Any effort to charge those users creates a disincentive to purchase alternative fuel vehicles," he said.

Matthew Baker, policy director for the Planning and Conservation League, an environmental group, said the pay-per-mile concept could help reduce the vehicle miles traveled by California drivers, an important goal for his group, but the fee could have the negative effect of hitting lower-income communities harder.

He said the state should use revenues from a pay-per-mile system to provide more access to non-car travel modes, such as public transit, and should focus efforts as well on creating communities where people don't have to drive as many miles in their daily lives.





Smart Vision EQ fortwo Concept | Daimler

Typically, the Consumer Electronic Show in Las Vegas is a feeding frenzy of big TVs, weird gadgets, and superfluous technology, but in recent years it's become something else too: a car show. The auto industry, perhaps preferring the warm glow of the tech press, has been using CES to showcase its big, futuristic ideas about autonomy, electrification, and infotainment. Later this month comes the overshadowed Detroit auto show, where automakers pivot to the stuff that people can buy, and what makes car companies money: trucks, SUVs, minivans, and luxury sedans.

We've been [harping on the fact](#) that CES is a car show [for years now](#). And this year is no different, with a whole swarm of high-tech, tricked-out vehicles — and even a few aircraft — descending on Sin City this week for the gawking and amusement of all.

Here's a glance of all the things on four-wheels, three-wheels, two-wings, and a flurry of rotors that we're excited to see:

IT'S ELECTRIC!



Byton

CES and electric cars are a natural fit. Big automakers like to show off their commitment to battery and plug-in hybrid technology to help offset the gas-guzzling reality we're living. And smaller, Tesla-aspiring startups see it as their opportunity to make a splash in the big-boy pool.

FROM OUR SPONSOR CONTINUE FOR MORE CONTENT



The name on the lips of many this year is [Byton](#), an electric vehicle startup that doesn't want to be seen as just another electric vehicle startup. The Chinese company was founded by the former head of the BMW i8 program Carsten Breitfeld and the former managing director of Infiniti China Daniel Kirchert, and in recent months its been siphoning a ton of talent from the flailing Faraday Future.

### ***DON'T BE DISTRACTED BY THE LIGHT SHOW***

The concept Byton suggests a fully connected SUV with tons of consumer friendly tech, including (what else) a forrest of touchscreens and weird features like the ability to monitor your vital signs. Both front- and all-wheel drive will be available, with a 150-kilowatt motor up front and a 200-kw motor in the rear. The car will have two battery options, a 71-kWh "entry pack" that will offer around 200 miles of range, and a 95-kWh "extended pack" good for around 310 miles. The base model is projected to start at \$45,000.

Speaking of Faraday Future, [the struggling EV company](#) is planning on showing something off at CES this year too. No one knows what's in the works, but it likely won't be another splashy, EDM-heavy dog-and-pony show like it pulled off last year ([with disastrous results](#)). If anything, this is a chance for FF to hit the reset button and try to present a more modest plan for production of its flagship FF91 vehicle. Don't hold your breath.

Many of the big automakers will have EV concepts to show off as well. South Korea's Kia Motors is planning on showing off a new electric car with "never-seen-before human-machine interface" and an advanced new "motion graphic lighting system."

But don't be distracted by the light show. Advances in battery tech to improve charging time and range will be the real metric to watch at CES. And ultimately they'll be the only thing that matters to consumers.

**AUTONO-YOU, AUTONOMY, AUTONO-EVERYTHING WE SEE**





Image: Navya

If you're into self-driving cars, then CES is the place for you. There will be over a dozen autonomous vehicles to sample from while in Las Vegas — a veritable self-driving smorgasbord. There are some big names, like Ford and Lyft, but most are small startups and automotive suppliers you've never heard of (ZF, Autoliv, Valeo, Torc, etc). Given the lead time to develop new vehicles, companies need to make decisions now about what they are going to do for first generation AVs. Figuring out how to turn the tech into a viable business will be crucial.

Some of these cars will be penned in on parking lots, but others will be out in the wild, driving among us. Lyft is teaming up with Delphi spinoff Aptiv to offer free autonomous robo-taxi rides to those brave enough to hail one. (A safety driver and another engineer will be in the car to take over if anything goes awry, so not technically “driverless.”)

***FIGURING OUT HOW TO TURN THE TECH INTO A VIABLE BUSINESS WILL BE CRUCIAL.***

Las Vegas will serve as the final stop on Mercedes' ["Intelligent World Drive,"](#) a global test drive of [autonomous technology](#) on a modified S-Class sedan that has spanned five different continents. It should be interesting to see how this globe-trotting adventure has helped inform the Stuttgart-based automaker's approach to autonomy.

Speaking of Mercedes, the automaker's [Smart Vision EQ fortwo Concept](#) will be on display, and color us excited to hop inside this steering-wheel-and-pedal-less tiny wonder for a ride and drive.

Ford will show off its autonomous pizza-delivery car that its been operating in a limited experiment in Michigan. Hopefully that means we'll get an update on Ford's self-driving program from Ford CEO Jim Hackett when he delivers his keynote address on Tuesday, January 9th.



**Domino's Pizza**

@dominos

Our industry-first collaboration to develop a self-driving pizza delivery vehicle with [@Ford](#) is taking us to [@CES](#) next week. Stay tuned to see what's next for our self-driving vehicle in 2018! Hit LIKE if you're excited to hear the news. [#CES2018](#) [#CityofTomorrow](#)

1:05 PM - Jan 5, 2018

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168

527



France's Navya will be offering trips in not one, but *two* flavors of autonomous vehicle: a [driverless, eight-passenger shuttle bus](#) on a 0.6-mile loop, and a minivan called the ["Autonom Cab"](#) that will be picking up riders from the convention center's Gold Lot. Navya's shuttle service, which is operated by French private transportation company Keolis, got off to an embarrassing start last November when it promptly got into an [accident with a human driver](#). Let's hope they've fixed any bugs in time for CES.

## CARS WITH "BRAINS"



Nissan

Cars that drive themselves need to have cameras and sensors to “see” their surroundings, but more importantly, they need powerful computer “brains” to process millions of bits of data at split-second speeds.

The big players in the chip sector will be showing off their latest in-vehicle technology. Two of the biggest names, Intel and Nvidia, will have new processors to show off. A rivalry is brewing between the two companies, with both promising to build computers powerful enough to enable “full autonomy” with no steering wheel or pedals needed. Expect a lot of pie-in-the-sky promises about the future of self-driving.

Other companies are going a different route entirely. Nissan says it will demonstrate something its calling [“brain-to-vehicle” interface](#) (pictured above), in which you can sit in a simulator, pop on a skull cap covered in electrodes, and see what happens when you let your brain do the driving. Mind-boggling stuff.

THAT'S INFOTAINMENT!



Mercedes-Benz

Cars are basically just smartphones on wheels, and since a smartphone is only good as its screen, it will be important to pay attention to announcements having to do with that dreaded portmanteau: infotainment.

Mercedes-Benz, which is trying to position itself as a leader in reimagining the inside of the cars, is debuting its new user experience at CES. The Stuttgart-based automaker will show an AI-based technology and an “intuitive” operating system so as to “usher in a new era of infotainment.”

But rather than show off its newest tech in its top-of-the-line luxury line, Mercedes-Benz User Experience will debut as the standard system in the brand’s next-gen compact offerings of hatchbacks and sedans.

## BEWARE THE BUZZWORDS

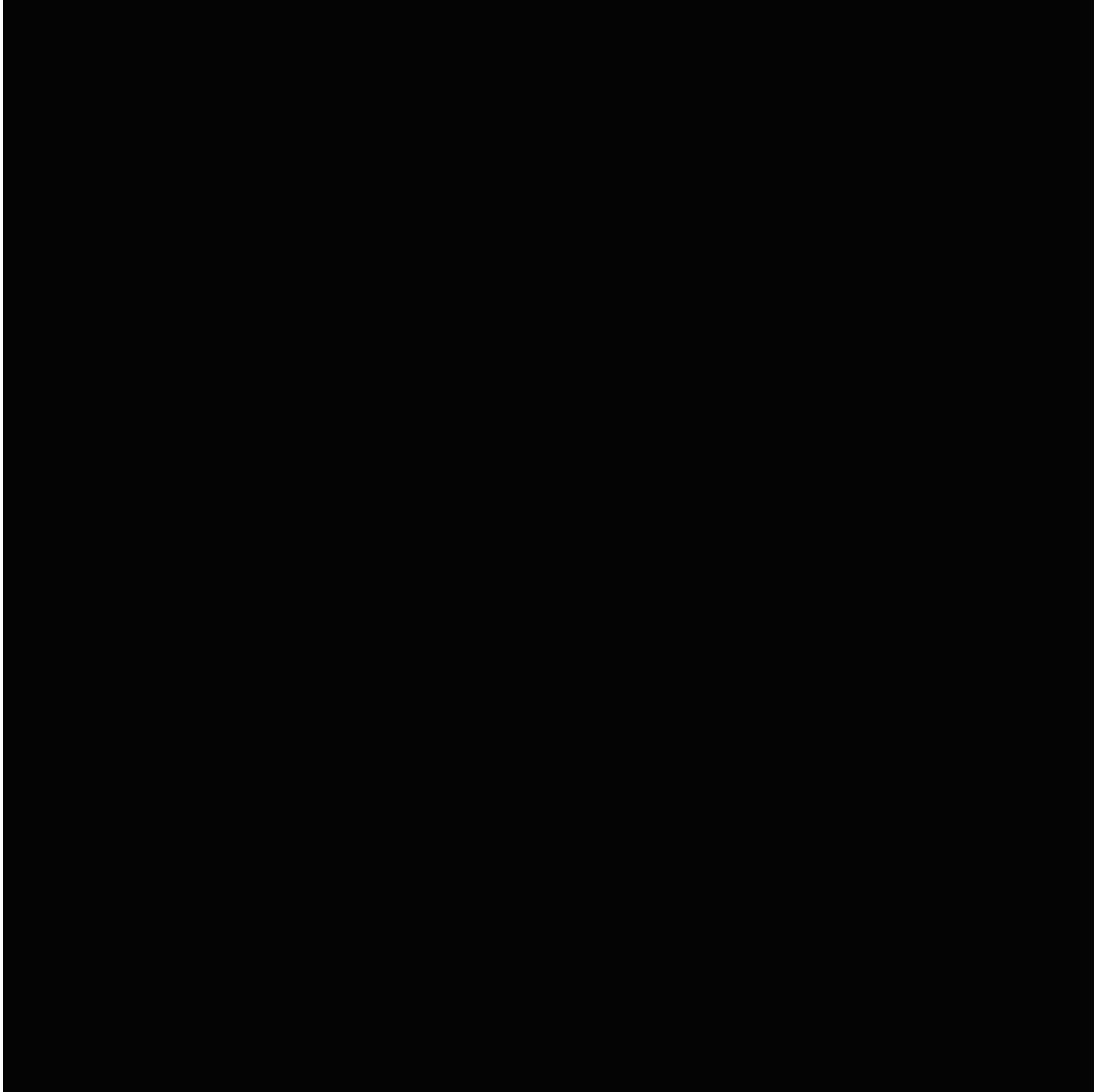


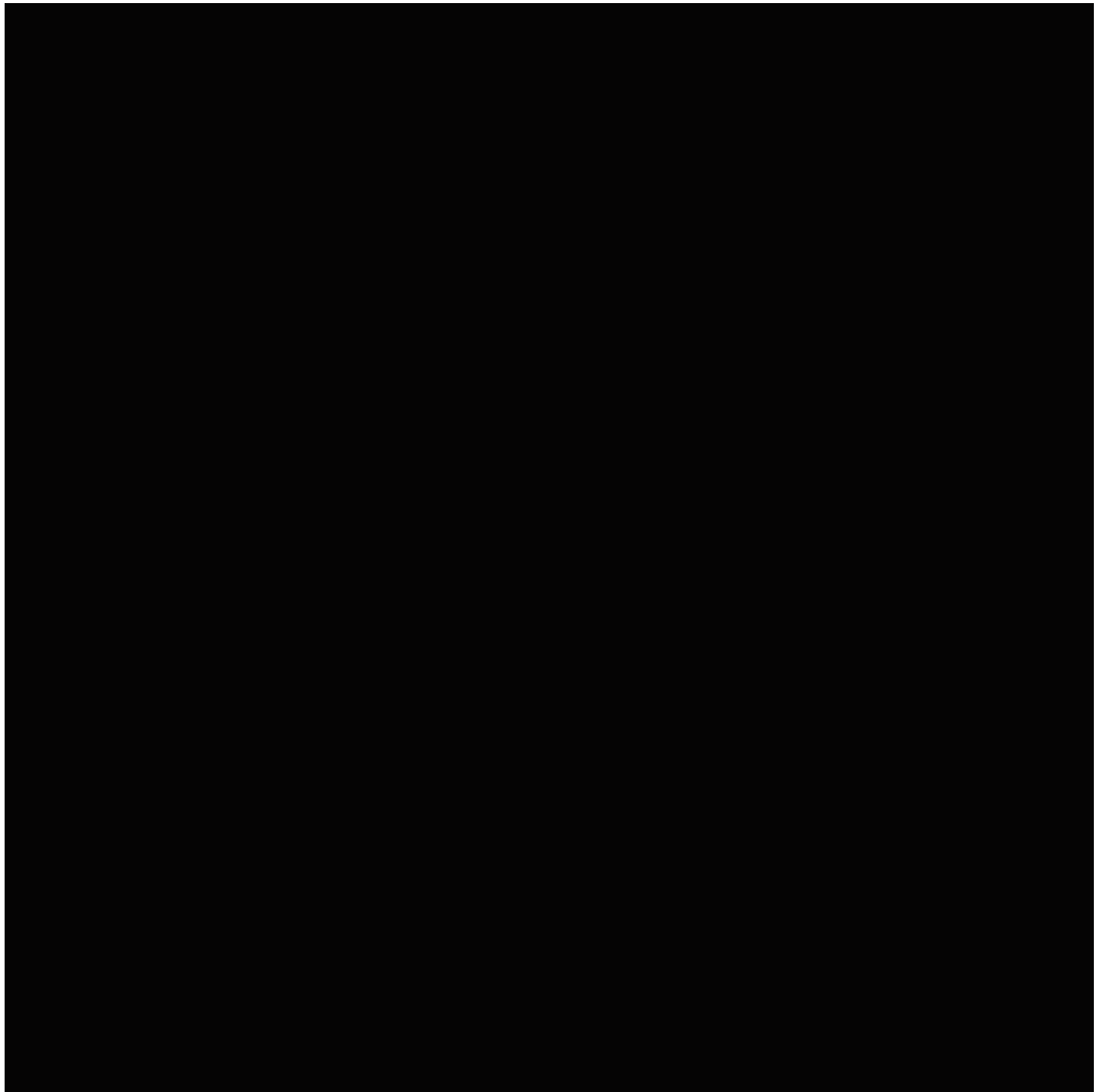
Photo by David Becker/Getty Images

We're girding ourselves for the normal onslaught of buzzwords and meaningless jargon. "Urban mobility," "smart cities," "mobility as a service," "connectivity," "the future of mobility," and on and on into your ears bleed and your eyes roll back in their head. These words will pour from the mouths of car executives as they stride across glowing stages gesturing to absurd looking concepts. We sit through it so you don't have to.

Keep in mind this important and salient fact: all these men (and they're almost all men) are scared to death. Their industry is undergoing a tectonic shift right now. Autonomy and electrification present enormous challenges that car companies aren't really built to tackle. There's a reason so many are trying to rebrand as tech companies or robotics startups or camera companies. Being just a car company doesn't cut it anymore.

After a run of record sales, the auto industry declined last year for the first time since the Great Recession. Americans are still buying a lot of cars, but not the types we see displayed at CES. This is very much an aspirational future, but not a guaranteed one.

COME FLY WITH ME



SureFly

---

There will be a healthy crop of weird flying things claiming to be “flying cars.” Of course, they aren’t that, but instead should be thought of as, I don’t know, up-jumped drones? Sad helicopters? Vertical take-off and landing (VTOL) is [all the rage in Silicon Valley](#), so don’t be surprised if we see a few car and/or tech companies try to burnish their credentials by trotting out some multi-rotor thingamajig with an electric motor and little chance of becoming a viable mode of transportation.

Which isn't to say we're not excited to see what flies and what doesn't. It can't all be terrestrial methods of travel, especially as our surface streets become more and more crowded. Why not take to the clouds? Let's just be realistic about where this is headed, while our feet are still planted firmly on the ground.

AD

AD



# Beyond the Bus: 'Microtransit' Helps Cities Expand Transportation Services

***After several private companies tried -- and failed -- to deliver on-demand group transit, some cities are now building those services themselves.***

BY: [Daniel C. Vock](#) | December 11, 2017

For several years, private companies have tried to fill the last-mile gap in public transit systems by offering on-demand, shared rides. Many of these "microtransit" services -- something between ride sharing and traditional transit -- have foundered.

Now, several public transit agencies have started to explore whether they could offer microtransit options themselves.

The clearest example comes from Los Angeles County, where LA Metro, one of the nation's largest transportation agencies, announced in October that it would take bids from companies on how to deliver microtransit.

The microtransit vehicles won't be like standard buses going down fixed routes. Instead, smaller vehicles will travel routes -- and destinations -- that change depending on road conditions and passenger requests. The trips would last about 20 minutes and be constrained to certain areas.

"We believe that Metro has an obligation to test new services to give more people more options other than driving and to better connect people to local bus and rail networks. Keep in mind, too, that advancements in technology -- enabled by smartphones and cell coverage -- have allowed new mobility services to emerge that meet customers' needs in ways not previously possible," the agency [explained](#) on their website.

Other localities are exploring similar options. Detroit wants to launch a service to help people studying for health-care careers to get to their training centers. It's also looking to add late-night service to get people to and from its main bus routes. In suburban Pittsburgh, a small transit agency is hiring vans to transfer people from the end of bus routes from downtown to their retail workplaces. Las Vegas; Dayton, Ohio; and several California communities are also incorporating microtransit into their transit planning.

One reason microtransit is so attractive is that it allows cities to innovate quickly, says Mark de la Vergne, Detroit's chief of mobility innovation. Detroit wants to experiment with different types of vehicles, different payment methods and different dispatching systems. Often, transit systems conduct one pilot program a year, but de la Vergne says that's not fast enough. "We heard from the mayor that he wants to solve this problem quicker," de la Vergne says. "So the quicker we can iterate, the better."

The biggest problem facing Detroit is that its transit system can't reach all corners of the city quickly. Detroit's population has declined to 670,000 people in 140 square miles, and it cannot afford to pay for frequent service all over the city. During the city's bankruptcy crisis in 2013 and 2014, passengers sometimes had to wait two hours between buses. Now, the city has concentrated on a few frequent, 24-hour routes. It's hoping that microtransit can help fill the gaps between those high-frequency routes, de la Vergne says.

One of Detroit's experiments will offer free service from midnight until 5 a.m., as long as passengers get on or off at a bus route. City officials want to see whether passengers would take advantage of that service and, if not, why they don't. Among the potential issues could be ineffective marketing, passengers' access to cellphones to hail a ride and rider discomfort with fewer security features such as cameras on the microtransit vehicle. The big question, de la Vergne says, is, "How can we make it successful?"

The current interest by public transit agencies comes after several private efforts failed.

Most notably, Bridj, an on-demand commuter service of small buses, shut down suddenly this April after it ran out of money. Bridj began service in Boston in 2014 and later expanded to Austin and Washington, D.C. It launched a one-year, \$1.3 million joint venture with Ford Motor Co. and the Kansas City Area Transportation Authority that attracted a lot of media attention but few riders. Only 1,480 people [used the Kansas City service](#) in the year before it shut down in March.

Not long after, Bridj's CEO [announced](#) that the entire company was shutting down because of difficulties getting funding from a major automaker. (The business has since been [bought](#) by an Australian transit company and is now operating in Sydney.)

Other private U.S. ventures have run into trouble as well. Companies like Loup and Leap have gone out of business. The Ford-backed Chariot, which operates in four markets, had to shut down its San Francisco operations for several days last month for not complying with state safety regulations.

Rahul Kumar, the vice president of revenue at TransLoc, a company contracting with several cities to help run their microtransit services, says they've learned a lot from Bridj and other ill-fated startups.

In Kansas City, for example, Bridj offered commuter service to downtown in the morning and back out in the evening. But the service overlapped with existing public transportation, which was already offering affordable and effective routes, Kumar says. "By design, that has some massive fail points," he says.

Bridj also operated independently from transit agencies, which means it didn't coordinate its services with transit, and it didn't effectively market to potential customers, Kumar adds.

When TransLoc works with cities, he says, the company works with local officials to first determine what problem they are trying to solve with microtransit. That helps them determine which areas of the city and what times of day to offer the service. The key is to target areas that aren't already served by high-capacity transit but aren't so spread out that they'd be better served by taxis or ride-hailing services like Uber or Lyft. In some places, like Seattle, microtransit doesn't make sense, Kumar says.

"We prioritize trip grouping," Kumar says. "We try to get two to three to four people on the same vehicle, who are all going in the same direction."

But that doesn't mean focusing on rush-hour service for commuters, as Bridj and other private companies have done, Kumar cautions. Offering commuter service in small vehicles is the equivalent of a restaurant where diners monopolize tables during the dinner rush: if there's no turnover in seats, it's hard to stay in business. That's why, he says, microtransit should focus on feeding busy public transit lines or providing last-mile service.

To make sure microtransit meets the needs of cities, TransLoc models what the ridership would likely be, including where people would come from, how long they'll wait, how they'll use the service and how many vehicles the agency will need. TransLoc uses the same software to simulate service as it does to run that service after it goes live, so the projections can be easily updated to reflect real usage.

When the local agency finally launches the service, it does so under its own brand, not TransLoc's. That makes it easier for customers to trust the new service, even as TransLoc helps the agency promote it.

In the western Pittsburgh suburbs, Lynn Manion, executive director of the Airport Corridor Transportation Association, says she hopes that using the TransLoc software will improve the efficiency of the agency's eight-year-old system. Right now, a fleet of three shuttle buses meets passengers at the end of bus lines from downtown Pittsburgh. It's up to the drivers of those shuttle buses to figure out how to divide their passengers and get them to their jobs. But a computer-driven dispatch could make that more efficient, and it could cut down on costs to the agency, Manion says.

Meanwhile, the small agency is looking to expand. It just received notice that it would get funding to start operating at a third stop in 2019 or 2020, and Manion hopes they can find additional money to start that service even sooner.

# State Transportation Department Graded Well by Missourians

**By:** Missouriiret

**Posted:** Jan 01, 2018 02:48 PM CST

**Updated:** Jan 01, 2018 02:48 PM CST



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Courtesy of Missouriiret, MoDOT

JEFFERSON CITY, Mo. -- A random survey of about 3,500 Missourians gives the state Transportation department a favorable grade for 2017.

MoDOT engineer Brian Haeffner tells Missouriiret affiliate KWIX in Moberly the surveys are helpful.

"We do a bi-annual survey of Missourians just to make sure that we're doing the right things and doing what Missourians want us to do," says Haeffner. "This past time, 83% were overall satisfied."

The department is getting as much mileage as it can out of every dollar in its tight budget for roads and bridges maintenance. Haeffner says several bridges considered in poor condition have been fixed this fiscal year.

"Every year, we get another ten or eleven or so that fall into that poor condition," says Haeffner. "If we can replace that many each year, we are kind of holding our own."

The General Assembly is expected to address this legislative session whether to increase Missouri's fuel tax to help pay for the state's infrastructure system. The 17-cent tax has not been changed in more than two decades.

Missouri's transportation task force will unveil its final recommendations tomorrow, including 10-cent gas and 12-cent diesel tax increases.