



**OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION**

**Board of Directors Electronic Meeting Agenda
March 24, 2017, 9:30 am
2208 W. Chesterfield Blvd. Suite 101
AND
Online at www.ozarkstransportation.org**

Call to Order 9:30

I. Amendment 4 to the FY 2017-2020 Transportation Improvement Program.

One change is proposed for Amendment Number 4 to the FY 2017-2020 Transportation Improvement Program.

- 1. ***Revised*** Annual Guardrail and Guard Cable Repair Program (MO1505-17A4)
MoDOT is replacing their contract for on-call guardrail and guard cable repair a year early, so the current project is being accelerated with additional funding added, for a total programmed amount of \$958,000.

At its regularly scheduled meeting on March 15, 2017, the Technical Planning Committee unanimously recommended approval of the FY 2017-2020 TIP Amendment 4 to the Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT 4 TO THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

II. Adjourn

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

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

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

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

Amendment

4



J) Pending Amendment Section

TIP # MO1505-17A4 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM

Route Various

From Various

To Various

Location/Agency Area Wide

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

AC Year of Conv.

STIP # 8P2243



Project Description

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

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG)	Federal	ENG	\$154,400	\$0	\$0	\$0	\$154,400
MoDOT	State	ENG	\$38,600	\$0	\$0	\$0	\$38,600
FHWA (STBG)	Federal	CON	\$612,000	\$0	\$0	\$0	\$612,000
MoDOT	State	CON	\$153,000	\$0	\$0	\$0	\$153,000
Totals			\$958,000	\$0	\$0	\$0	\$958,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Split from MO1150.

Prior Cost	\$5,000
Future Cost	\$0
Total Cost	\$963,000



E) Roadways Section

TIP # MO1505 ANNUAL GUARDRAIL AND GUARD CABLE REPAIR PROGRAM (2018)

Route Various

From Various

To Various

Location/Agency Area Wide

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Taking Care of the System

AC Year of Conv.

STIP # 8P2243



Project Description

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

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	\$800	\$116,500	\$0	\$0	\$117,300
MoDOT	State	ENG	\$200	\$29,200	\$0	\$0	\$29,400
FHWA (STP)	Federal	CON	\$0	\$500,800	\$0	\$0	\$500,800
MoDOT	State	CON	\$0	\$125,200	\$0	\$0	\$125,200
Totals			\$1,000	\$771,700	\$0	\$0	\$772,700

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Split from MO1150.

Prior Cost	\$6,000
Future Cost	\$0
Total Cost	\$778,700

FINANCIAL SUMMARY

Roadways

Table with columns: YEARLY SUMMARY, PROJECT, FHWA (STBG-U), FHWA (SAFETY), FHWA (STPBG), FHWA (UM), FHWA (130), FHWA (NHS), FHWA (BRM), FHWA (BRO), FHWA (NHPP), FHWA (HPP), Local, Other, Other, ModDOT, ModDOT-GCSA, ModDOT-AC, TOTAL. Rows include projects like CC-601, GR-403, GR-703, GR-704, GR-705, GR-706, GR-707, GR-708, GR-709, GR-710, GR-711, GR-712, GR-713, GR-714, GR-715, GR-716, GR-717, GR-718, GR-719, GR-720, GR-721, GR-722, GR-723, GR-724, GR-725, GR-726, GR-727, GR-728, GR-729, GR-730, GR-731, GR-732, GR-733, GR-734, GR-735, GR-736, GR-737, GR-738, GR-739, GR-740, GR-741, GR-742, GR-743, GR-744, GR-745, GR-746, GR-747, GR-748, GR-749, GR-750, GR-751, GR-752, GR-753, GR-754, GR-755, GR-756, GR-757, GR-758, GR-759, GR-760, GR-761, GR-762, GR-763, GR-764, GR-765, GR-766, GR-767, GR-768, GR-769, GR-770, GR-771, GR-772, GR-773, GR-774, GR-775, GR-776, GR-777, GR-778, GR-779, GR-780, GR-781, GR-782, GR-783, GR-784, GR-785, GR-786, GR-787, GR-788, GR-789, GR-790, GR-791, GR-792, GR-793, GR-794, GR-795, GR-796, GR-797, GR-798, GR-799, GR-800, GR-801, GR-802, GR-803, GR-804, GR-805, GR-806, GR-807, GR-808, GR-809, GR-810, GR-811, GR-812, GR-813, GR-814, GR-815, GR-816, GR-817, GR-818, GR-819, GR-820, GR-821, GR-822, GR-823, GR-824, GR-825, GR-826, GR-827, GR-828, GR-829, GR-830, GR-831, GR-832, GR-833, GR-834, GR-835, GR-836, GR-837, GR-838, GR-839, GR-840, GR-841, GR-842, GR-843, GR-844, GR-845, GR-846, GR-847, GR-848, GR-849, GR-850, GR-851, GR-852, GR-853, GR-854, GR-855, GR-856, GR-857, GR-858, GR-859, GR-860, GR-861, GR-862, GR-863, GR-864, GR-865, GR-866, GR-867, GR-868, GR-869, GR-870, GR-871, GR-872, GR-873, GR-874, GR-875, GR-876, GR-877, GR-878, GR-879, GR-880, GR-881, GR-882, GR-883, GR-884, GR-885, GR-886, GR-887, GR-888, GR-889, GR-890, GR-891, GR-892, GR-893, GR-894, GR-895, GR-896, GR-897, GR-898, GR-899, GR-900, GR-901, GR-902, GR-903, GR-904, GR-905, GR-906, GR-907, GR-908, GR-909, GR-910, GR-911, GR-912, GR-913, GR-914, GR-915, GR-916, GR-917, GR-918, GR-919, GR-920, GR-921, GR-922, GR-923, GR-924, GR-925, GR-926, GR-927, GR-928, GR-929, GR-930, GR-931, GR-932, GR-933, GR-934, GR-935, GR-936, GR-937, GR-938, GR-939, GR-940, GR-941, GR-942, GR-943, GR-944, GR-945, GR-946, GR-947, GR-948, GR-949, GR-950, GR-951, GR-952, GR-953, GR-954, GR-955, GR-956, GR-957, GR-958, GR-959, GR-960, GR-961, GR-962, GR-963, GR-964, GR-965, GR-966, GR-967, GR-968, GR-969, GR-970, GR-971, GR-972, GR-973, GR-974, GR-975, GR-976, GR-977, GR-978, GR-979, GR-980, GR-981, GR-982, GR-983, GR-984, GR-985, GR-986, GR-987, GR-988, GR-989, GR-990, GR-991, GR-992, GR-993, GR-994, GR-995, GR-996, GR-997, GR-998, GR-999, GR-1000.

Ozarks Transportation Organization 2017-2020 Transportation Improvement Program G-3

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source										MODOT Programmed Funds			State Operations and Maintenance	TOTAL	
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds	Local	Other			
2017 Funds Programmed	\$7,840,664	\$6,873,500	\$7,385,688	\$3,594,600	\$2,250,000	\$1,339,200	\$1,001,069	\$220,000	\$14,732,306	\$0	\$45,337,027	\$2,931,965	\$8,545,823	\$343,000	\$6,648,603	\$63,806,438
2018 Funds Programmed	\$4,785,462	\$5,392,600	\$18,186,060	\$9,000	\$0	\$0	\$0	\$0	\$11,972,314	\$166,134	\$40,481,770	\$1,104,705	\$6,714,419	\$0	\$6,715,089	\$57,015,983
2019 Funds Programmed	\$1,101,726	\$121,600	\$12,512,638	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$32,357,764	\$275,431	\$7,982,789	\$0	\$6,782,240	\$47,396,784
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,038,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,566,600	\$280,000	\$3,866,400	\$0	\$6,850,063	\$26,563,063
Total	\$14,877,852	\$12,414,900	\$43,123,186	\$3,621,600	\$2,250,000	\$1,339,200	\$1,001,069	\$320,000	\$54,689,220	\$166,134	\$133,743,161	\$4,592,121	\$29,179,391	\$343,000	\$26,995,995	\$194,803,668

	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Available State and Federal Funding	\$0	\$38,898,000	\$38,872,220	\$37,063,664	\$37,075,338	\$151,909,222
Available Operations and Maintenance Funding	\$0	\$6,648,603	\$6,715,089	\$6,782,240	\$6,850,063	\$26,995,995
Funds from Other Sources	\$0	\$8,708,000	\$0	\$0	\$0	\$8,708,000
Available Suballocated Funding	\$17,300,705	\$5,192,459	\$5,806,793	\$5,922,934	\$6,041,392	\$40,264,288
TOTAL AVAILABLE FUNDING	\$17,300,705	\$69,447,062	\$51,394,107	\$49,768,838	\$49,866,733	\$227,877,505
Prior Year Funding	\$17,300,705	\$12,894,329	\$7,319,453	\$9,690,107	\$9,690,107	\$57,015,983
Programmed State and Federal Funding	—	(6,638,064,498)	(57,015,983)	(647,396,184)	(526,563,063)	(644,803,668)
TOTAL REMAINING	\$17,300,705	\$12,941,329	\$7,319,453	\$9,690,107	\$33,073,837	\$33,073,837

Funds from Other Sources for FY 2017 include one-time Federal and State Rail funding and Cost Share funding for the Chestnut Railroad Overpass as well as Cost Share Funding for Division and US 65.

EXPLANATION OF FISCAL CONSTRAINT

REVENUE SOURCES

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act, which authorizes the federal surface transportation program for highways, highway safety, transit, freight, ports and rail for the five-year period from 2016 through 2020. According to the MoDOT Statewide Transportation Improvement Program, it is estimated that the FAST Act will provide 2.9 percent or \$27 million more in federal funds to Missouri, annually. The passage of the Fast Act allows MoDOT to have a more stable funding outlook than what has been the case for the previous few years.

STATE

MoDOT combines Federal Highway and Transit Administrations funding estimates with state transportation revenue projections to estimate funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

MoDOT has continued to cost-effectively maintain a safe and efficient transportation system, improving the condition of Missouri's roads and bridges over the past decade. These improvements, however, have been funded with temporary funding sources, such as Amendment 3 bonding and the American Recovery and Reinvestment Act. With the conclusion of these programs, MoDOT's construction budget significantly declined between 2011 and 2015.

About 65 percent of every dollar MoDOT receives comes from fuel taxes, however the fuel tax has not changed since 1996 and vehicles continue to become more efficient, while the cost of concrete has tripled, steel prices have doubled, and asphalt costs more than twice what it did 20 years ago. This means that a 1996 purchasing power of 17 cents is the equivalent of 8 cents today. Through this, MoDOT has operated efficiently, keeping operating expenses flat. In the past 10 years, MoDOT has completed 4,560 projects, \$12.8 billion, at 6 percent under budget. Even with significant savings undertaken since 2011, MoDOT's 2017-2021 STIP is primarily maintenance focused. Currently, annual contractor awards average approximately \$800 million, down from \$1.2 billion, with nearly 88 percent aimed at taking care of the system, up from 50 percent. At the same time, revenue projections are up and MoDOT now assumes matching federal funds, bringing more revenue to the state than previously assumed.

The table below indicates the total amount of federal and state funding that MoDOT has projected as available for the OTO area in the 2017-2021 STIP. This table does not include OTO sub-allocated federal funding, such as STBG-Urban or Transportation Alternatives. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding. **MoDOT experienced awards savings of \$8.5 million going from FY 2016 to FY 2017, which increased the amount of funding available for FY 2017.**

Table G.1	2017	2018	2019	2020
Roadway Funding	\$38,898,000	\$38,872,220	\$37,063,664	\$37,075,338
Transit Funding	\$3,114,802	\$3,211,136	\$3,365,008	\$3,431,717