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INTRODUCTION

PURPOSE

The Joplin Area Transportation Study Organization (JATSO) maintains and monitors all transportation projects that receive state and federal funding, as well as all regionally significant projects that are funded locally. The JATSO is also responsible for updating long-range transportation plans and updating short-term and long-term transportation needs lists. The Metropolitan Planning Organization (MPO) designated for a metropolitan area, in cooperation with the Missouri Department of Transportation (MoDOT) and affected transit operators, shall develop the Transportation Improvement Program (TIP). The MPO shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program.

The TIP is a program management tool for structuring metropolitan transportation related projects. The JATSO is required, under 23 Code of Federal Regulations (CFR) 450.324, to develop a TIP in cooperation with MoDOT and public transit operators. The TIP shall cover a period of at least four (4) years, must be updated at least every four (4) years, and must be approved by the MPO and the governor. It shall contain a priority list of projects to be carried out within each four-year period or at least be grouped by year. It shall also include a fiscally constrained financial plan that demonstrates how the TIP can be implemented. It is a program or schedule of intended transportation improvements (or continuation of current activities) developed as part of the process of applying for federal funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The TIP is the short-term capital programming document that is used to implement the JATSO’s Metropolitan Transportation Plan (MTP). It translates the policies, strategies, and directions of the MTP into specific decisions on projects and investments during the short-term TIP time horizon. This document is intended to serve as a project implementation guide for those agencies participating in the Joplin MPO. The projects outlined in this TIP are a reflection of the policies and plans adopted by the Joplin MPO. No Federal highway or transit funds may be spent on a project unless it is included in the TIP. All regionally significant projects that are funded locally should also be included in the TIP.

The Joplin MPO realizes the planning process must be “continuing, cooperative, and comprehensive” (also known as the 3 Cs). The JATSO strives to ensure the development of the TIP incorporates the 3C process. The planning process the JATSO used to create the TIP includes:

- Continuing Process: The JATSO continues to monitor and update the MTP, TIP, and other transportation plans and documents to make certain all modes of transportation meet our citizens’ needs and expectations.
- Cooperative Process: The JATSO realizes the development of the MTP and TIP requires participation from many different stakeholders. The JATSO provides a venue to coordinate and offer cooperation among these stakeholders for obtaining input on transportation.
- Comprehensive Process: The JATSO comprehensively considers the social, economic, land use, and environmental impacts of all modes of transportation.

The continuous, cooperative, and comprehensive, provides for the consideration and implementation of projects, strategies, and services that will address the following factors:

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

In addition to the ten planning factors, consideration has been given to the complex transportation issues in the area, the growth rate of the area, the appropriateness of the ten factors specified for consideration, and the desirability of continuing any planning process that has already been established.

This TIP reflects consideration of the elements listed in the Rules for Metropolitan Planning as distributed by the Federal Highway Administration and the Federal Transit Administration.

PROJECT SELECTION

In areas not designated as Transportation Management Areas (TMA’s), projects to be implemented shall be selected by the state and transit operator in cooperation with the MPO from the approved TIP. The TIP project development and selection process must be based on an appropriate and cooperative project selection process between the MPO, MoDOT, local governments, and other appropriate transportation agencies (e.g., transit agencies). Further, each improvement type found in this program may have a project selection procedure in which projects are ranked according to some criteria. The procedure will be described in the appropriate section as needed.

This TIP, as approved by the JATSO Policy Board, constitutes the selection document for project implementation. The first year of the TIP represents the agreed to list of projects eligible for implementation.

The Regional Planning Commission, entitled the Harry S. Truman Coordinating Council (HSTCC), represents the MPO in the smaller villages and unincorporated areas in the metropolitan planning area and is responsible for selecting their projects. The City of Joplin utilizes a citizen committee to rank large projects within Joplin proper. The JATSO Policy Board meets and incorporates the projects into a TIP draft. The JATSO holds a public hearing on the TIP before its adoption by the JATSO Policy Board.

Participating jurisdictions will be notified by the MPO staff to submit project information and descriptions for the TIP. Notice to the public will be published, posted, and distributed with information on how to submit projects for the TIP and anticipated timetables.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for Federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope, or scheduling of TIP projects or that proposes alternative projects are received during the TIP presentation process, the JATSO will submit a summary, analysis, and report on the disposition of the comment which will be made a part of the approved TIP. All project cost estimates in the TIP reflect year of expenditure dollars.
TIP FORMAT

This TIP will be broken into categories of similar improvement type:

- Aviation
- Highway
- Transit
- Non-motorized

Within each improvement type, the projects will be listed by agency and then by year. Financial summaries demonstrating constraint and capability are given as the required financial plan.

The TIP consists of a series of tables describing specific improvement types and providing the following information:

- Name, location, and description of the proposed improvement.
- A schedule of expenditures in current dollars by fiscal year, including the funding source.
- Further detail on:
  o Monitoring progress in implementing the transportation plan.
  o Identify the criteria and process for prioritizing implementation of transportation plan elements.
  o Identify any changes in priorities from previous TIPs.
  o List major projects from the previous TIP that were implemented.
  o Identify any significant delays in the planned implementation of major projects.
- The JATSO and MoDOT self-certification document that the MPO is carrying out the planning process in accordance with all applicable Federal requirements.

The Federal regulations outlining the requirements for an MPO’s development of the TIP for a metropolitan planning area are found in the 23 CFR 450.324. The Rules list specific areas that must be addressed by Non-TMAs in Attainment. JATSO will follow 23 CFR 450.324 in terms of the development and content of the TIP.

TIP DEVELOPMENT AND PUBLIC INVOLVEMENT PROCESS

The JATSO shall follow its established Public Involvement Plan (PIP) in regards to public participation and comment requirements for the development and publication of the TIP. A copy of the PIP can be found at the City of Joplin offices or the JATSO website at http://www.joplinmo.org/DocumentCenter/View/6290. Before the JATSO Policy Board adopts a new TIP, there is a fourteen (14) day public comment period. Interested parties are encouraged to contact staff for any questions, concerns, or comments on the proposed project(s). Interested parties are also encouraged to attend the public meeting.

The projects submitted by the various agencies for inclusion in the TIP have been subjected to citizen input through each individual agency’s public involvement process. The projects submitted by the various departments of the City of Joplin – Airport and Public Works – are all part of the City’s Capital Improvement Program (CIP).

The projects submitted by the Missouri Department of Transportation (MoDOT) have been reviewed by the department’s district office at open meetings and through oral and written comments by the public. The Missouri Highway and Transportation Commission have also approved the projects at an open meeting.

Please contact JATSO staff for any questions, concerns, or comments at the following: City of Joplin 602 S. Main Street Joplin, MO 64801 (417) 624-0820 ext. 511.
ANNUAL LISTING OF OBLIGATED PROJECTS

As required by federal regulations (23 CFR 450.332), the Annual Listing of Obligated Projects Report lists all the committed transportation projects in the Joplin Metropolitan Region for the Fiscal Year (November 1 – October 31). The federal government obligates, or commits, funds to a project only after completion of the required project development process and all local, state, and federal approvals have been obtained. The obligated amounts reflected in this report may not be equal to the final project cost. Additionally, the report indicates those projects for which bicycle and pedestrian elements are included. The listing will include project description information, the amount of funds programmed in the TIP, the amount of funds obligated in the preceding program year, and the amount of funds remaining and available for use in subsequent years.

The document will be presented for review by the JATSO Policy Board after the start of the new Fiscal Year once the information becomes available. Upon acceptance by the Policy Board, the Annual Listing of Obligated Projects will be available on the JATSO webpage for public viewing.
JATSO BOUNDARY MAP

Joplin Area Transportation Study Organization
Long Range Transportation Plan

Metropolitan Planning Area
Figure 1.1

MPO Approval Date: Nov 12, 2009

Urbanized Area
JATSO POLICY BOARD VOTING MEMBERS
-  Darieus Adams, Jasper County, County Commissioner
-  David Hertzberg, City of Joplin, Director of Public Works
-  Travis Koestner, MoDOT SW District, District Engineer
-  Troy Bolander, City of Joplin, Director of Planning, Development, and Neighborhood Services
-  Carl Francis, City of Webb City, Interim City Administrator
-  Steve Lawver, City of Carl Junction, City Administrator
-  Robert Lolley, City of Joplin, MAPS/Transit Coordinator
-  Jill Cornett, Harry S. Truman Coordinating Council, Director
-  Marilyn Ruestman, Newton County, County Commissioner
-  Steve Stockam, City of Joplin, Airport Manager
-  Dan Johnson, City of Joplin, Assistant Director of Public Works
-  Transportation Engineer, City of Joplin
-  Frank Miller, MoDOT SW District, District Planning Manager
-  Nikki Hill, HSTCC, Transportation Planner
-  Laurel McKean, MoDOT SW District, Assistant District Engineer

JATSO POLICY BOARD EX-OFFICIO MEMBERS
-  Missouri Department of Transportation, Central Office representative
-  Missouri Department of Transportation, Central Office representative
-  Federal Highway Administration representative
-  Federal Transit Administration representative
-  Freight industry representative
AVIATION

LOCAL FUNDING

The Joplin Regional Airport has an Airport Capital Improvements Program (ACIP) that generates approximately $1.0 million annually. Funding is used for maintenance of the current system, expansion projects, and aviation equipment. In addition, the City of Joplin currently has a ½ cent transportation sales tax that generates approximately $6.4 million annually which supports all modes of transportation.

PROJECT SELECTION PROCESS

Aviation projects are selected in cooperation with the Joplin Regional Airport.

CURRENT PROJECTS

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>01T-18</td>
<td>Joplin</td>
<td>Long Range Transit Plan and System Design</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>This project is to conduct a Transit System Operational Review and create a Long Range Transit System Plan including transit system assessment, transit model recommendation, public outreach, and design</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>MAPS service area</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>Federal Total: $ 300,000 Non-Federal Total: $ 75,000 Project Total: $ 375,000</td>
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<tr>
<td>02T-18</td>
<td>Joplin</td>
<td>Transit Vehicle Replacement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>This project is to replace (2) 22' cut-away vehicles used to provide MAPS service at a cost of $65,000 each and to replace (1) 26' cut-away vehicle used to provide Sunshine Lamp Trolley service at a cost of $70,000.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>Federal Total: $ 160,000 Non-Federal Total: $ 40,000 Project Total: $ 200,000</td>
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<thead>
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<th>Federal No.</th>
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<th>Notes</th>
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<tr>
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<td>Joplin</td>
<td>Pedestrian Waiting Shelters</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>This project is to purchase and install two pedestrian waiting shelters for the Sunshine Lamp Trolley system. Shelters are to be installed at 26th &amp; Main and 20th &amp; Iowa in conjunctions with the 20th street and Main street projects.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>26th &amp; Main, 20th &amp; Iowa</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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<td>Federal Total: $ 14,400 Non-Federal Total: $ 3,600 Project Total: $ 18,000</td>
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<th>Federal No.</th>
<th>Location</th>
<th>Notes</th>
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<tr>
<td>04T-18</td>
<td>Joplin</td>
<td>Transit Vehicle Replacement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>This project is to replace (1) 28' cut-away vehicle used to provide Sunshine Lamp Trolley service at a cost of $70,000.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
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<td>TIP No.</td>
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<td></td>
</tr>
<tr>
<td>05T-18</td>
<td>Joplin</td>
<td>Two pedestrian waiting shelters</td>
<td></td>
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<table>
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<th>Federal No.</th>
<th>Location</th>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

| Capital | 2018 | Federal | Section 5339 | $14,000 |
| Capital | 2018 | Non-Federal | Local Match | $3,600 |

Notes: This project is for the purchase and installation of (2) two pedestrian waiting shelters to be used for Sunshine Lamp Trolley service.

Federal Total: $14,000  Non-Federal Total: $3,600  Project Total: $17,600

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01T-19</td>
<td>Joplin</td>
<td>New transfer station</td>
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</tbody>
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<table>
<thead>
<tr>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
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<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>15th and Connecticut, Joplin</td>
</tr>
</tbody>
</table>

| Capital | 2019 | Federal | Section 5307 | $2,700,000 |
| Capital | 2019 | Non-Federal | Local Match | $675,000 |

Notes: This project is for the construction of a centrally located transit transfer station at 15th and Connecticut in Joplin.

Federal Total: $2,700,000  Non-Federal Total: $675,000  Project Total: $3,375,000

<table>
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<th>TIP No.</th>
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<th>Description</th>
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<td>Joplin</td>
<td>Transit Vehicle Replacement</td>
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<table>
<thead>
<tr>
<th>MoDOT No.</th>
<th>Federal No.</th>
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<tbody>
<tr>
<td>N/A</td>
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<td>N/A</td>
</tr>
</tbody>
</table>

| Capital | 2020 | Federal | Section 5339 | $64,000 |
| Capital | 2020 | Non-Federal | Local Match | $16,000 |
| Capital | 2020 | Federal | Section 5339 | $104,000 |
| Capital | 2020 | Non-Federal | Local Match | $26,000 |

Notes: This project is to replace (2) 22' cut-a-way vehicles used to provide MAPS service at a cost of $65,000 each and to replace (1) 28' cut-a-way vehicle used to provide Sunshine Lamp Trolley service at a cost of $80,000.

Federal Total: $168,000  Non-Federal Total: $42,000  Project Total: $210,000

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<td>01T-21</td>
<td>Joplin</td>
<td>Transit Vehicle Replacement</td>
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<th>MoDOT No.</th>
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<th>Location</th>
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</thead>
<tbody>
<tr>
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<td>N/A</td>
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</table>

| Capital | 2021 | Federal | Section 5339 | $156,000 |
| Capital | 2021 | Non-Federal | Local Match | $39,000 |

Notes: This project is to replace (3) 22' cut-a-way vehicles used to provide MAPS service at a cost of $65,000 each.

Federal Total: $156,000  Non-Federal Total: $39,000  Project Total: $195,000
HIGHWAY

LOCAL FUNDING
Local funding for transportation improvements in the Joplin metropolitan area comes primarily from two sales taxes within the City of Joplin. Joplin has a 1/2 cent Transportation Sales Tax that generates approximately $6,400,000 annually of which $5,700,000 is used for roadway projects. This tax, along with state funding, finances street maintenance and cleaning, traffic control and signal maintenance, and roadway and bicycle/pedestrian projects in the City of Joplin. The Transportation Sales Tax is a permanent sales tax with no sunset clause. Additional funding is generated through the 3/8 cent Capital Improvements Sales Tax which generates approximately $4.8 million annually. The Capital Improvement Sales Tax is a ten-year tax and was renewed by voters in 2014. The City of Carl Junction has a permanent 1/2 cent Capital Improvements Sales Tax and a 1/2 Transportation Sales Tax which each generate $156,000 annually. The City of Webb City has a permanent 3/8 cent Capital Improvements Sales Tax and a 1/2 cent Transportation Sales Tax which generate $750,000 and $560,000 respectively. On December 4th, 2015, the Fixing America’s Surface Transportation Act (FAST ACT) was signed into law. The FAST ACT authorizes $244 billion through fiscal year 2019.

STATE FUNDING
MoDOT’s principal sources of state revenue are motor vehicle fuel taxes, licenses and fees, and one-half of the motor vehicles sales taxes. It is expected that these sources of revenue will continue and MoDOT’s contributory obligations for projects identified in the TIP will be funded.

FEDERAL FUNDING
The proposed federal funding amounts do not exceed what is anticipated to be available for the TIP.

BRO AND BRM FUNDS
The Bridge Replacement Off-System (BRO) program is designed to assist counties with the rehabilitation or replacement of bridges located on non-federal aid routes. The Bridge Replacement On-System (BRM) program is a statewide competitive program designed to assist local public agencies rehabilitate or replace bridges on federal aid routes.

PROJECT SELECTION PROCESS
The City of Joplin utilizes a citizens’ committee to select and rank large projects within Joplin proper. The projects are selected based upon the goals identified in the 2036 Metropolitan Transportation Plan and identified by the Citizens Advisory Recovery Team (CART), which led to the update of the Joplin 2012 Comprehensive Plan. The Regional Planning Commission, the Harry S. Truman Coordinating Council (HSTCC), represents the small villages and unincorporated areas in the MPO area. The HSTCC is responsible for selecting and ranking projects for their area. The JATSO Policy Board consists of the MPO’s transportation partners, including: the Cities of Joplin, Webb City, and Carl Junction, HSTCC, Jasper and Newton Counties, and MoDOT. The JATSO Policy Board is responsible for approving projects to the TIP. Meetings are open to the public and public comments are encouraged.
## CURRENT PROJECTS

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>06HS-12</td>
<td>MoDOT</td>
<td>752185</td>
<td>Scoping for 7th St. Roadway Improvements</td>
<td>on Rte. 66 from 0.5 mile west of Rte. P to 0.1 mile west of Range Line Rd. (Loop 49) in Joplin</td>
</tr>
<tr>
<td>08HS-12</td>
<td>MoDOT</td>
<td>7P0752</td>
<td>Scoping for Newman Rd. Sidewalks</td>
<td>on Rte. TT from Range Line Rd. to Duquesne Rd. and on Range Line Rd. (Loop 49) from 0.1 mile north of Newman Rd. to North Park Lane</td>
</tr>
<tr>
<td>10HS-12</td>
<td>MoDOT</td>
<td>7P0847</td>
<td>Scoping for West Corridor</td>
<td>on the west side of the Joplin metropolitan area</td>
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### Engineering

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<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Engineer</td>
<td>2018</td>
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<td>STBG</td>
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<tr>
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</tr>
<tr>
<td>Engineer</td>
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<td>Non-Federal</td>
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Federal Total: $32,000 Non-Federal Total: $8,000 Project Total: $286,000

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<tbody>
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<td>Engineer</td>
<td>2018</td>
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Federal Total: $3,200 Non-Federal Total: $800 Project Total: $195,000

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<th>Cost</th>
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Federal Total: $6,400 Non-Federal Total: $1,600 Project Total: $46,000

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Federal Total: $40,000 Non-Federal Total: $10,000 Project Total: $1,991,000
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Federal Total: $3,200 Non-Federal Total: $800 Project Total: $29,000

Federal Total: $2,233,000 Non-Federal Total: $2,240,000 Project Total: $2,240,000

Federal Total: $3,200 Non-Federal Total: $800 Project Total: $12,000

Federal Total: $1,600 Non-Federal Total: $400 Project Total: $3,000
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Federal Total: $492,000  Non-Federal Total: $123,600  Project Total: $615,600

Federal Total: $141,600  Non-Federal Total: $35,400  Project Total: $221,000
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Federal Total: $124,000 Non-Federal Total: $31,000 Project Total: $193,000

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Federal Total: $205,600 Non-Federal Total: $51,400 Project Total: $257,000

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### Notes:
- **Southwest District intersection costs share**
- **Program:** Project partially located in JATSO area.
- **Source:** Non-Federal funds: State transportation revenues. Previously programmed funds of $274,000.

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**Federal Total:** $2,130,400  **Non-Federal Total:** $532,600  **Project Total:** $2,937,000

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**Federal Total:** $65,700  **Non-Federal Total:** $7,300  **Project Total:** $74,000

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**Federal Total:** $63,000  **Non-Federal Total:** $7,000  **Project Total:** $71,000

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**Federal Total:** $120,000  **Non-Federal Total:** $30,200  **Project Total:** $151,000

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**Federal Total:** $120,800  **Non-Federal Total:** $30,200  **Project Total:** $152,000
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Federal Total: $101,200  
Non-Federal Total: $25,800  
Project Total: $126,000

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Federal Total: $1,129,618  
Non-Federal Total: $1,449,428  
Project Total: $2,586,046

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<table>
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Federal Total: $1,860,000.00  
Non-Federal Total: $465,000  
Project Total: $2,325,000

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<table>
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Federal Total: $1,963,000  
Non-Federal Total: $1,963,000  
Project Total: $1,963,000
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<td>Notes:  Pavement improvements. Source of Non-Federal Funds: State Transportation Revenues.</td>
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<table>
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Federal Total: $ 2,685,000  Non-Federal Total: $ 670,000  Project Total: $ 3,355,000

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Federal Total: $ 242,000  Non-Federal Total: $ 59,000  Project Total: $ 301,000

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<table>
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Federal Total: $ 3,269,600  Non-Federal Total: $ 817,400  Project Total: $ 4,087,000

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Federal Total: $ 133,600  Non-Federal Total: $ 33,400  Project Total: $ 167,000
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**Federal Total:** $378,400  **Non-Federal Total:** $94,600  **Project Total:** $473,000

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**Federal Total:** $111,200  **Non-Federal Total:** $27,800  **Project Total:** $139,000

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<tr>
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**Federal Total:** $361,755  **Non-Federal Total:** $457,073  **Project Total:** $818,828

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**Federal Total:** $64,000  **Non-Federal Total:** $1,600  **Project Total:** $8,000
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Federal Total: $5,400
Non-Federal Total: $600
Project Total: $11,600

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Federal Total: $3,600
Non-Federal Total: $400
Project Total: $4,400

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<td>14HS-18</td>
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Federal Total: $16,000
Non-Federal Total: $4,000
Project Total: $20,000

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<td>15HS-18</td>
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Federal Total: $4,800
Non-Federal Total: $1,200
Project Total: $8,000
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<tr>
<td>16HS-18</td>
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<td>MoDOT</td>
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<td>18HS-18</td>
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<td>Job Order Contracting for pavement repair</td>
<td>from the Oklahoma state line to Rte. 360 in Greene County</td>
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<td>19HS-18</td>
<td>MoDOT</td>
<td>Rehabilitate I-44 Bridges</td>
<td>over Shoal Creek</td>
<td>Engineering</td>
<td>2018</td>
<td>Federal</td>
<td>NHPP-IM</td>
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**Notes:**
- Intersection improvements, and adaptive signal technology. Source of Non-Federal Funds: State Transportation Revenues. Previously programmed funds of $1,000.
- Construction of shared use path for the trail system. This will also tie the future medical school and Irving Elementary into the trail system. Project programmed funds of $189,000.

Federal Total: $568,869 Non-Federal Total: $853,303 Project Total: $1,422,172

Federal Total: $441,357 Non-Federal Total: $218,499 Project Total: $659,856

Federal Total: $197,100 Non-Federal Total: $21,900 Project Total: $219,000

Federal Total: $3,333,600 Non-Federal Total: $370,400 Project Total: $3,893,000
### TIP No. 20HS-18  
**Sponsor:** MoDOT  
**Description:** Job Order Contracting for I-44 Bridge Repairs  
**Location:** in Newton, Jasper and Lawrence counties  
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**Federal Total:** $536,000  
**Non-Federal Total:** $134,000  
**Project Total:** $670,000

### TIP No. 21HS-18  
**Sponsor:** MoDOT  
**Description:** Scoping for I-44 Resurfacing  
**Location:** from the Oklahoma state line to Loop 49 (Range Line Road) in Joplin.  
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**Federal Total:** $6,400  
**Non-Federal Total:** $1,600  
**Project Total:** $8,000

### TIP No. 22HS-18  
**Sponsor:** MoDOT  
**Description:** Scoping for I-44 Safety  
**Location:** from the Oklahoma State line to Conway  
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**Federal Total:** $135,000  
**Non-Federal Total:** $15,000  
**Project Total:** $150,000

### TIP No. 23HS-18  
**Sponsor:** MoDOT  
**Description:** Chip seal pavement improvements  
**Location:** at various locations in the rural Southwest District.  
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**Federal Total:** $2,484,000  
**Non-Federal Total:** $621,000  
**Project Total:** $3,105,000
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<td>On-call Work Zone Enforcement</td>
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Notes: Partially located in JATSO area. Source of non-Federal funds: state transportation revenues.

Federal Total: $63,000 Non-Federal Total: $7,000 Project Total: $70,000

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Federal Total: $121,600 Non-Federal Total: $30,400 Project Total: $152,000

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<table>
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<th>Type</th>
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<td>Non-Federal</td>
<td>MoDOT</td>
<td>$400</td>
</tr>
<tr>
<td>Construction</td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$63,200</td>
</tr>
<tr>
<td>Construction</td>
<td>2018</td>
<td>Non-Federal</td>
<td>MoDOT</td>
<td>$15,800</td>
</tr>
</tbody>
</table>


Federal Total: $80,800 Non-Federal Total: $20,200 Project Total: $117,000
TRANSIT

LOCAL FUNDING
Local non-federal matching funds for transit operations and capital expenses come from the City of Joplin’s Transportation Sales Tax. The tax is dedicated to funding transit and improvements to the transportation system. The ½ cent sales tax generates approximately $6.4 million annually, of which approximately $450,000 is allocated to transit. The transportation sales tax is a permanent tax and does not have an expiration date.

STATE FUNDING
The Metro Area Public Transit System (MAPS) receives approximately $5,600 from MoDOT annually for transit operations.

FEDERAL FUNDING
FTA SECTION 5307
Assistance aids local government by reimbursing 80 percent of the cost for eligible capital and planning expenditures, and 50 percent for operating expenditures.

FTA SECTION 5310
Assistance is a program that provides aid for the elderly and individuals with disabilities. Capital assistance to organizations providing specialized services for the elderly and disabled are eligible for an 80 percent reimbursement for the cost of vehicles.

TABLE 1: ANTICIPATED REVENUE FROM FTA

<table>
<thead>
<tr>
<th>Source</th>
<th>5307</th>
<th>5310</th>
<th>5339</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carryover Balance thru FY2017</td>
<td>$4,108,631</td>
<td>$0</td>
<td>$714,777</td>
</tr>
<tr>
<td>Anticipated Allocation FY2018</td>
<td>$1,036,163</td>
<td>$20,000</td>
<td>$173,741</td>
</tr>
<tr>
<td>Anticipated Allocation FY2019</td>
<td>$1,036,163</td>
<td>$20,600</td>
<td>$173,741</td>
</tr>
<tr>
<td>Anticipated Allocation FY2020</td>
<td>$1,036,163</td>
<td>$21,218</td>
<td>$173,741</td>
</tr>
<tr>
<td>Anticipated Allocation FY2021</td>
<td>$1,036,163</td>
<td>$21,855</td>
<td>$173,741</td>
</tr>
<tr>
<td>Total Anticipated Revenue</td>
<td>$8,253,283</td>
<td>$83,673</td>
<td>$1,409,741</td>
</tr>
<tr>
<td>Programmed though FY2021</td>
<td>$5,225,544</td>
<td>$0</td>
<td>$498,400</td>
</tr>
<tr>
<td>Estimated Carryover Balance through FY 2021</td>
<td>$3,027,739</td>
<td>$83,673</td>
<td>$911,341</td>
</tr>
</tbody>
</table>

PROJECT SELECTION PROCESS
The Joplin MPO receives and reviews requests for FTA Section 5310 Assistance (Transit Capital Program for Agencies Serving Seniors and Persons with Disabilities) from applicants within the Joplin metropolitan area. In cooperation with MoDOT, the Joplin MPO makes recommendations on which applicant(s) should receive Section 5310 assistance. The recommendation is based on the JATSO Policy Board’s ranking of applications based on proposed service area, cost of vehicle, and number of people served. Generally, there is only enough funding for one vehicle within the MPO, but JATSO includes all applicants within the TIP in case of the availability of additional funding. Joplin is designated as a small-urbanized entitlement community and therefore is guaranteed funds every year through FTA Section 5307 Assistance. A competitive selection process is utilized for other municipalities and jurisdictions within the Joplin MPO.
## CURRENT PROJECTS

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>01T-18</td>
<td>Joplin</td>
<td>Long Range Transit Plan and System Design</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notes: This project is to conduct a Transit System Operational Review and create a Long Range Transit System Plan including transit system assessment, transit model recommendation, public outreach, and design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal Total: $300,000</td>
<td>Non-Federal Total: $75,000</td>
<td>Project Total: $375,000</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$300,000</td>
</tr>
<tr>
<td>Operations</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$75,000</td>
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</table>

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>02T-18</td>
<td>Joplin</td>
<td>Transit Vehicle Replacement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notes: This project is to replace (2) 22' cut-a-way vehicles used to provide MAPS service at a cost of $65,000 each and to replace (1) 26' cut-a-way vehicle used to provide Sunshine Lamp Trolley service at a cost of $70,000.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal Total: $160,000</td>
<td>Non-Federal Total: $40,000</td>
<td>Project Total: $200,000</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$56,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$14,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>03T-18</td>
<td>Joplin</td>
<td>Pedestrian Waiting Shelters</td>
<td>N/A</td>
<td>N/A</td>
<td>26th &amp; Main, 20th &amp; Iowa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notes: This project is to purchase and install two pedestrian waiting shelters for the Sunshine Lamp Trolley system. Shelters are to be installed at 26th &amp; Main and 20th &amp; Iowa in conjunctions with the 20th street and Main street projects.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal Total: $14,400</td>
<td>Non-Federal Total: $3,600</td>
<td>Project Total: $18,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$14,400</td>
</tr>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$3,600</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>04T-18</td>
<td>Joplin</td>
<td>Transit Vehicle Replacement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notes: This project is to replace (1) 18' cut-a-way vehicle used to provide Sunshine Lamp Trolley service at a cost of $70,000.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal Total: $56,000</td>
<td>Non-Federal Total: $14,000</td>
<td>Project Total: $70,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$56,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$14,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>Description</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Location</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>05T-18</td>
<td>Joplin</td>
<td>Two pedestrian waiting shelters</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notes: This project is for the purchase and installation of (2) two pedestrian waiting shelters to be used for Sunshine Lamp Trolley service.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal Total: $14,000</td>
<td>Non-Federal Total: $3,600</td>
<td>Project Total: $17,600</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$14,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$3,600</td>
</tr>
</tbody>
</table>
## TIP No. 06T-18
**Sponsor:** Joplin  
**Description:** MAPS Operating Assistance  
**Location:** MAPS Service Area

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$486,648</td>
</tr>
<tr>
<td>Operations</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$486,648</td>
</tr>
<tr>
<td>Operations</td>
<td>2019</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$501,247</td>
</tr>
<tr>
<td>Operations</td>
<td>2019</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$501,247</td>
</tr>
<tr>
<td>Operations</td>
<td>2020</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$516,285</td>
</tr>
<tr>
<td>Operations</td>
<td>2020</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$516,285</td>
</tr>
<tr>
<td>Operations</td>
<td>2021</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$531,774</td>
</tr>
<tr>
<td>Operations</td>
<td>2021</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$531,774</td>
</tr>
</tbody>
</table>

**Notes:** Local share doesn’t include farebox revenue, depreciation, or amortization.

**Federal Total:** $2,035,954  
**Non-Federal Total:** $2,035,954  
**Project Total:** $4,071,909

## TIP No. 07T-18
**Sponsor:** Joplin  
**Description:** Preventive Maintenance  
**Location:** MAPS Service Area

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$45,317</td>
</tr>
<tr>
<td>Capital</td>
<td>2018</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$11,329</td>
</tr>
<tr>
<td>Capital</td>
<td>2019</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$46,077</td>
</tr>
<tr>
<td>Capital</td>
<td>2019</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$11,669</td>
</tr>
<tr>
<td>Capital</td>
<td>2020</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$48,077</td>
</tr>
<tr>
<td>Capital</td>
<td>2020</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$12,019</td>
</tr>
<tr>
<td>Capital</td>
<td>2021</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$49,520</td>
</tr>
<tr>
<td>Capital</td>
<td>2021</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$12,380</td>
</tr>
</tbody>
</table>

**Notes:** Subsidy of preventive maintenance expenses for existing public transit service.

**Federal Total:** $189,592  
**Non-Federal Total:** $47,398  
**Project Total:** $236,989

## TIP No. 01T-19
**Sponsor:** Joplin  
**Description:** New transfer station  
**Location:** 15th and Connecticut, Joplin

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2019</td>
<td>Federal</td>
<td>Section 5307</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2019</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$675,000</td>
</tr>
</tbody>
</table>

**Notes:** This project is for the construction of a centrally located transit transfer station at 15th and Connecticut in Joplin.

**Federal Total:** $2,700,000  
**Non-Federal Total:** $675,000  
**Project Total:** $3,375,000

## TIP No. 01T-20
**Sponsor:** Joplin  
**Description:** Transit Vehicle Replacement  
**Location:** N/A

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2020</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$64,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2020</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$16,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2020</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$104,000</td>
</tr>
<tr>
<td>Capital</td>
<td>2020</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$26,000</td>
</tr>
</tbody>
</table>

**Notes:** This project is to replace (2) 22’ cut-away vehicles used to provide MAPS service at a cost of $65,000 each and to replace (1) 28’ cut-away vehicle used to provide Sunshine Lamp Trolley service at a cost of $80,000.

**Federal Total:** $168,000  
**Non-Federal Total:** $42,000  
**Project Total:** $210,000
<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>2021</td>
<td>Federal</td>
<td>Section 5339</td>
<td>$156,000</td>
<td>This project is to replace (3) 22'-cut-a-way vehicles used to provide MAPS service at a cost of $65,000 each.</td>
</tr>
<tr>
<td>Capital</td>
<td>2021</td>
<td>Non-Federal</td>
<td>Local Match</td>
<td>$39,000</td>
<td></td>
</tr>
</tbody>
</table>

| Federal Total: | $156,000 | Non-Federal Total: | $39,000 | Project Total: | $195,000 |
TRANSPORTATION ALTERNATIVES PROGRAM

LOCAL FUNDING
A minimum 20 percent match is required to construct transportation enhancement projects. Local funding is also utilized to maintain transportation enhancements once built.

FEDERAL FUNDING Under MAP-21, the Transportation Alternatives Program (TAP) replaces the former Transportation Enhancement Program (TEP) and combines Transportation Enhancements, Recreational Trails, and Safe Routes to School into a single funding source. The JATSO is not guaranteed TAP funds because it is not an urbanized area with a population over 200,000. Instead, MoDOT administers the funds to projects within each District through a competitive process. The table below illustrates the projected TAP revenues for the TIP year.

<table>
<thead>
<tr>
<th>TABLE 2: PROJECTED TAP REVENUES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected TAP Revenues</strong></td>
</tr>
<tr>
<td><strong>2018</strong></td>
</tr>
<tr>
<td>MoDOT SW District</td>
</tr>
<tr>
<td>Allocated to JATSO (estimate)</td>
</tr>
</tbody>
</table>

The following are eligible projects under the TAP:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
  - Inventory, control, or removal of outdoor advertising;
  - Historic preservation and rehabilitation of historic transportation facilities;
  - Vegetation management practices in transportation right-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to
  - Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
  - Reduce vehicle-caused wildfire mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
PROJECT SELECTION PROCESS

The TAP funds are administered by MoDOT. For the Southwest District, a selection committee is formed that includes members from JATSO as well as the three RPCs in the District that select the top projects for funding.

CURRENT PROJECTS

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Federal No.</th>
<th>Description</th>
<th>Location</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>02PED-16</td>
<td>Joplin</td>
<td>7S3164</td>
<td>02PED-16</td>
<td>MSU trail</td>
<td>Between MSSU and Northpark Mall along Turkey Creek</td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$272,732</td>
<td>Trail with pedestrian bridge between Missouri Southern State University and Northpark Mall; pedestrian bridge over Turkey Creek. This project was previously awarded a TAP grant but funds were unable to be spent. Project has been delayed until 2018.</td>
</tr>
<tr>
<td>01PED-17</td>
<td>Webb City</td>
<td>01PED-17</td>
<td>01PED-17</td>
<td>D Highway Sidewalk</td>
<td>Robin Ridge to Stadium Drive on D Highway</td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$160,000</td>
<td>New sidewalk from Robin Ridge to Stadium Drive along D Highway.</td>
</tr>
<tr>
<td>02PED-17</td>
<td>Carl Junction</td>
<td>02PED-17</td>
<td>02PED-17</td>
<td>Z Highway Sidewalk</td>
<td>Miller to Grimes along Z Highway</td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$280,000</td>
<td>New sidewalk from Miller Street to Grimes Street along Z Highway.</td>
</tr>
<tr>
<td>03PED-17</td>
<td>Joplin</td>
<td>03PED-17</td>
<td>03PED-17</td>
<td>Main Street sidewalk improvements</td>
<td>11th to 15th on Main</td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$120,000</td>
<td>Design work for new sidewalks from 11th Street to 15th Street along Main Street (Highway 43).</td>
</tr>
<tr>
<td>05PED-17</td>
<td>MoDOT</td>
<td>05PED-17</td>
<td>05PED-17</td>
<td>Range Line Rd. ADA Improvements</td>
<td>at various locations from 10th St. in Webb City to 46th St. in Leawood</td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$111,200</td>
<td>ADA Transition Plan improvements. Source of Non-Federal Funds: State Transportation Revenues. Statewide TAP funds. Previously programmed funds of $2,000.</td>
</tr>
</tbody>
</table>

Federal Total: $272,732 Non-Federal Total: $72,932 Project Total: $345,664
<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>08PED-17</td>
<td>MoDOT</td>
<td>753136</td>
<td>Rte. 66 ADA Improvements</td>
<td>at Schifferdecker Ave. (Rte. P) in Joplin</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$7,200</td>
</tr>
</tbody>
</table>

| Notes: | ADA Transition Plan improvements. Source of Non-Federal Funds: State Transportation Revenues. Previously programmed funds of $12,000. |

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>07PED-17</td>
<td>MoDOT</td>
<td>753136</td>
<td>Rte. 66 ADA Improvements</td>
<td>at various locations on E 7th St. from east of Range Line Rd. (Loop 49) to west of Rte. 249</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$52,800</td>
</tr>
</tbody>
</table>

| Notes: | ADA Transition Plan improvements. Source of Non-Federal Funds: State Transportation Revenues. Previously programmed funds of $10,000. |

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>08PED-17</td>
<td>MoDOT</td>
<td>753160</td>
<td>32nd St. ADA Improvements</td>
<td>at various locations on Rte. FF from Main St. (Rt. FF) to 0.2 mile west of I-49</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$161,600</td>
</tr>
</tbody>
</table>

| Notes: | ADA Transition Plan improvements. Source of Non-Federal Funds: State Transportation Revenues. $1,164,000 Statewide TAP funds. Previously programmed funds of $10,000. |

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>08PED-17</td>
<td>MoDOT</td>
<td>753163</td>
<td>Newman Rd. ADA Improvements</td>
<td>at various locations on Rte. TT from Range Line Rd. (Loop 49) to 0.1 mile east of Duquesne Rd.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Federal</td>
<td>STBG</td>
<td>$7,200</td>
</tr>
</tbody>
</table>

| Notes: | ADA Transition Plan improvements. Source of Non-Federal Funds: State Transportation Revenues. $42,000 Statewide TAP funds. Previously programmed funds of $12,000. |

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>10PED-17</td>
<td>Joplin</td>
<td>753163</td>
<td>Mohaska Trail</td>
<td>West of Main Street, North of 32nd Street, South of 26th Street, East of Maiden Lane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Federal</td>
<td>CDBG-DR</td>
<td>$889,205</td>
</tr>
</tbody>
</table>

| Notes: | Approximately 2 miles of 10 ft shared use trail that will connect Cunningham and Mercy Parks to Main Street and Freeman Hospital. Local funding source: City of Joplin Parks and Stormwater Sales Tax. |

<table>
<thead>
<tr>
<th>TIP No.</th>
<th>Sponsor</th>
<th>MoDOT No.</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>11PED-17</td>
<td>Webb City</td>
<td>753164</td>
<td>Phase 1A Sidewalks and Trails Master Plan</td>
<td>North Madison from Rte 171 to Webb City High School</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Federal</td>
<td>TAP</td>
<td>$213,460</td>
</tr>
</tbody>
</table>

| Notes: | Approximately 3,000 linear feet of new sidewalk and new ADA crossings along the east side of Madison. Local revenue from Transportation Sales Tax. |

---

**Federal Total:** $78,400  **Non-Federal Total:** $19,600  **Project Total:** $110,000

**Federal Total:** $802,400  **Non-Federal Total:** $200,600  **Project Total:** $1,013,000

**Federal Total:** $1,867,200  **Non-Federal Total:** $466,800  **Project Total:** $2,344,000

**Federal Total:** $82,400  **Non-Federal Total:** $20,600  **Project Total:** $115,000

**Federal Total:** $1,092,063  **Non-Federal Total:** $247,937  **Project Total:** $1,340,000

**Federal Total:** $231,460  **Non-Federal Total:** $53,365  **Project Total:** $266,825
<table>
<thead>
<tr>
<th>TIP No.</th>
<th>MoDOT No.</th>
<th>Sponsor</th>
<th>MoDOT</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>01PED-19</td>
<td></td>
<td>MoDOT</td>
<td></td>
<td>Railroad Signage Improvements</td>
<td>on Missouri and North Arkansas Railroad</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Type</th>
<th>Source</th>
<th>Cost</th>
<th>Payment</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payment</td>
<td>2019</td>
<td>Non-Federal</td>
<td>MoDOT</td>
<td>$20,000</td>
<td>Federal</td>
<td>Replace existing crossbuck signage with stop or yield signage along Missouri and N. Arkansas Railroad. Source of non-Federal funds: State Grade Crossing Safety Account.</td>
</tr>
<tr>
<td>Payment</td>
<td>2019</td>
<td>Federal</td>
<td>STBG</td>
<td>$180,000</td>
<td>Federal</td>
<td></td>
</tr>
</tbody>
</table>

Federal Total: $180,000  
Non-Federal Total: $20,000  
Project Total: $200,000
FINANCIAL SUMMARY

ANTICIPATED FEDERAL AND LOCAL REVENUE

The table below has the anticipated revenues from various sources in the MPO area that fund transportation projects. The table below identifies local revenue sources and anticipated annual revenue amounts available for funding local public agencies required operation and maintenance activities and locally sponsored transportation projects located within the Joplin metropolitan planning area. Revenues may increase through 2021, but JATSO has assumed a conservative estimate keeping revenues frozen during this time.

TABLE 3: ANTICIPATED LOCAL REVENUES BY SOURCE

<table>
<thead>
<tr>
<th>Revenue Sources</th>
<th>Local Revenues</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joplin 1/2-cent Transp. Sales Tax</td>
<td>$6,400,000</td>
<td>$6,400,000</td>
<td>$6,400,000</td>
<td>$6,400,000</td>
<td></td>
</tr>
<tr>
<td>Joplin 3/8-cent CIP Sales Tax</td>
<td>$4,800,000</td>
<td>$4,800,000</td>
<td>$4,800,000</td>
<td>$4,800,000</td>
<td></td>
</tr>
<tr>
<td>Carl Junction 1/2-cent CIP Sales Tax</td>
<td>$156,000</td>
<td>$156,000</td>
<td>$156,000</td>
<td>$156,000</td>
<td></td>
</tr>
<tr>
<td>Carl Junction 1/2-cent Transp. Sales Tax</td>
<td>$156,000</td>
<td>$156,000</td>
<td>$156,000</td>
<td>$156,000</td>
<td></td>
</tr>
<tr>
<td>Webb City 3/8-cent CIP Sales Tax</td>
<td>$750,000</td>
<td>$750,000</td>
<td>$750,000</td>
<td>$750,000</td>
<td></td>
</tr>
<tr>
<td>Webb City 1/2-cent Transp. Sales Tax</td>
<td>$560,000</td>
<td>$560,000</td>
<td>$560,000</td>
<td>$560,000</td>
<td></td>
</tr>
</tbody>
</table>

Counties and cities in the MPO area also receive revenue from motor fuel taxes, vehicle sales taxes, and vehicle fees. Approximately $23 million in revenue is projected to be generated through these taxes and fees between 2018 and 2021. This revenue helps pay for projects and maintenance of the existing system. See Table 3.

TABLE 4: STATE REVENUES DISTRIBUTED TO LOCAL JURISDICTIONS

<table>
<thead>
<tr>
<th>City</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joplin</td>
<td>$2,090,189</td>
<td>$2,136,363</td>
<td>$2,175,741</td>
<td>$2,210,241</td>
<td>$8,612,533</td>
</tr>
<tr>
<td>Webb City</td>
<td>$452,676</td>
<td>$462,676</td>
<td>$471,204</td>
<td>$478,676</td>
<td>$1,865,231</td>
</tr>
<tr>
<td>Carl Junction</td>
<td>$306,490</td>
<td>$313,261</td>
<td>$319,035</td>
<td>$324,094</td>
<td>$1,262,880</td>
</tr>
<tr>
<td>Jasper County</td>
<td>$1,526,081</td>
<td>$1,559,794</td>
<td>$1,588,544</td>
<td>$1,613,733</td>
<td>$6,288,153</td>
</tr>
<tr>
<td>Newton County</td>
<td>$1,311,846</td>
<td>$1,340,826</td>
<td>$1,365,541</td>
<td>$1,387,193</td>
<td>$5,405,406</td>
</tr>
<tr>
<td>Total</td>
<td>$5,687,283</td>
<td>$5,812,919</td>
<td>$5,920,065</td>
<td>$6,013,936</td>
<td>$23,434,203</td>
</tr>
</tbody>
</table>

Additional revenue sources include BRO funds. The BRO funds are allocated to counties, but some projects may be located within the MPO boundaries. Both Jasper and Newton Counties have BRO funds awaiting allocation to projects and will each receive approximately $1 million over the 4-year period in additional BRO funds. Both counties have a carry-over balance that is being used for bridge projects in 2018. Joplin also has a remaining balance of STP Small Urban Funds that were allocated prior to the dissolution of the program. The four City of Joplin sponsored projects that are using the remaining STP Small Urban fund balance are programmed in the FY2018-2021 TIP. See Table 5.
TABLE 5: BRO AND STP SMALL URBAN FUNDS

<table>
<thead>
<tr>
<th></th>
<th>Federal Funds</th>
<th>Previous</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRO - Jasper</td>
<td>$ 769,887</td>
<td>$ 998,650</td>
<td>$ 228,763</td>
<td>$ 228,763</td>
<td>$ 228,763</td>
<td></td>
</tr>
<tr>
<td>BRO - Newton</td>
<td>$ 2,410,453</td>
<td>$ 2,605,913</td>
<td>$ 195,460</td>
<td>$ 195,460</td>
<td>$ 195,460</td>
<td></td>
</tr>
<tr>
<td>STP - Joplin</td>
<td>$ 247,599</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td></td>
</tr>
<tr>
<td>STP - Webb City</td>
<td>$ 202,400</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td></td>
</tr>
<tr>
<td>STP - Carl Junction</td>
<td>$ 280,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td></td>
</tr>
</tbody>
</table>

Notes: Funding estimate uses FY 2017 allocation. No inflation rate was used to maintain a conservative funding estimate. FY 2018 funding availability uses the estimated allocation plus previous remaining balance. STP distribution amounts are based off of Amendment #1 to the 2016-2019 TIP.

The following tables indicate how much funding is available for local projects for the 2018-2021 period. There are currently six (6) projects in the TIP which utilize local funding. All six projects are non-motorized transportation projects. Other locally funded projects will be added to the TIP as funding and development timelines become available.

EXPENDITURES

The current anticipated and programmed amount of expenditures for the 2018-2021 TIP is approximately $71.4 million. More than two-thirds of the expenditures are currently planned for 2018. Expenditures in 2019-2021 are expected to increase as additional projects are added to the TIP for those years.

TABLE 6: TOTAL FINANCIAL EXPENDITURES BY MODE

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total Expenditures by Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
</tr>
<tr>
<td>Air</td>
<td>$ 2,100,000</td>
</tr>
<tr>
<td>Transit</td>
<td>$ 680,600</td>
</tr>
<tr>
<td>Highway</td>
<td>$ 15,564,504</td>
</tr>
<tr>
<td>Non-Motorized</td>
<td>$ 6,003,825</td>
</tr>
<tr>
<td>Total</td>
<td>$ 24,348,929</td>
</tr>
</tbody>
</table>

ADVANCED CONSTRUCTION

MoDOT uses advanced construction, a federal funding tool, to maximize the receipt of federal funds. Advance construction (designated with AC in TIP tables) allows states to initiate a project using non-federal funds while preserving eligibility for future federal-aid. Projects are funded by MoDOT. When the federal funding becomes available for the project, MoDOT is reimbursed for the federal share of the project that they have invested. MoDOT has been using advanced construction since 1992 and will continue to do so through 2021.

MAINTENANCE OPERATIONS

STATE FUNDING

Maintenance costs include MoDOT’s salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other
machinery; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1.5% annually.

Calculations are $372,986,000 / 77,537 lane miles.
This makes MoDOT’s cost, $4,810 per lane mile

Assumptions:
Maintenance Operations $472,304,000 *
Fleet Investments $ 24,607,000 *
Total $496,911,000
Minus Maintenance Fringe Benefits $123,925,000
Total $372,986,000
Lane miles 77,537 **

*Source: FY 2018 Budget approved 6/7/2017
** Source: Official 2016 State System Mileage

LOCAL FUNDING
The City of Joplin funds their maintenance costs through a ½ cent Transportation Sales Tax that generates approximately $6.4 million annually. A majority of the funds generated through the sales tax is utilized for transportation improvements, including: street maintenance, street cleaning, traffic control, and traffic signal maintenance. The operations and maintenance cost per mile was re-calculated using an average from 2014-2017, which resulted in an increased estimate for operations and maintenance.

In FY2018, the City of Joplin’s estimated cost of operation and maintenance of their locally owned federal-aid system roadways is approximately $1,055,736 with a cost per lane mile of $6,600.

The City of Webb City funds maintenance costs through a ½ cent Transportation Sales Tax, which is utilized to provide street maintenance, traffic control, street cleaning, and traffic signal maintenance. In FY2018, the City of Webb City’s estimate cost of operation and maintenance of their locally owned federal-aid system roadways is approximately $192,390.

The City of Carl Junction funds maintenance costs through a ½ cent Transportation Sales Tax. In FY2018, the City of Carl Junction’s estimate cost of operation and maintenance of their locally owned federal-aid system roadways is approximately $25,014.

The City of Oronogo funds the maintenance of their roads through a ½ cent Transportation Sales Tax, which pays for street maintenance, street cleaning, patching, and resurfacing. In FY2018, the City of Oronogo’s estimate cost of operation and maintenance of their locally owned federal-aid system roadways is approximately $8,778.

TABLE 7: MAINTENANCE AND OPERATIONS FINANCIAL SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>Maintenance and Operations Financial Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fed Aid Lane Miles</td>
</tr>
<tr>
<td>MoDOT</td>
<td>440.44</td>
</tr>
<tr>
<td>Joplin</td>
<td>159.96</td>
</tr>
<tr>
<td>Webb City</td>
<td>29.15</td>
</tr>
<tr>
<td>Carl Junction</td>
<td>3.79</td>
</tr>
<tr>
<td>Oronogo</td>
<td>1.33</td>
</tr>
</tbody>
</table>

An inflation rate of 3% was used.

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>MoDOT</td>
<td>3,400,434</td>
<td>3,502,447</td>
<td>3,607,521</td>
<td>3,715,746</td>
<td>3,827,219</td>
<td>18,053,368</td>
</tr>
<tr>
<td>Joplin</td>
<td>1,300,000</td>
<td>1,350,000</td>
<td>1,400,000</td>
<td>1,450,000</td>
<td>1,500,000</td>
<td>7,500,000</td>
</tr>
<tr>
<td>Webb City</td>
<td>300,000</td>
<td>330,000</td>
<td>360,000</td>
<td>390,000</td>
<td>420,000</td>
<td>2,100,000</td>
</tr>
<tr>
<td>Carl Junction</td>
<td>80,000</td>
<td>88,000</td>
<td>96,000</td>
<td>104,000</td>
<td>112,000</td>
<td>560,000</td>
</tr>
<tr>
<td>Oronogo</td>
<td>25,000</td>
<td>27,500</td>
<td>30,000</td>
<td>32,500</td>
<td>35,000</td>
<td>175,000</td>
</tr>
</tbody>
</table>

An inflation rate of 3% was used.
PROJECT SUMMARY TABLES

The following tables have a breakdown of funding by federal source categories for Aviation, Transit, Highway, and Rail Crossing projects.

TABLE 8: 2018 AIR PROJECT SUMMARY

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>Federal - AIP</th>
<th>MoDOT</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01AIR-18</td>
<td>$1,000,000</td>
<td>$</td>
<td></td>
<td>$1,100,000</td>
</tr>
<tr>
<td>FY 2018 Total</td>
<td>$1,000,000</td>
<td>$</td>
<td></td>
<td>$1,100,000</td>
</tr>
</tbody>
</table>

TABLE 9: 2019 AIR PROJECT SUMMARY

<table>
<thead>
<tr>
<th>FY 2019</th>
<th>Federal - AIP</th>
<th>MoDOT</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01AIR-19</td>
<td>$1,000,000</td>
<td>$</td>
<td></td>
<td>$52,632</td>
</tr>
<tr>
<td>FY 2019 Total</td>
<td>$1,000,000</td>
<td>$</td>
<td></td>
<td>$52,632</td>
</tr>
</tbody>
</table>

TABLE 10: 2020 AIR PROJECT SUMMARY

<table>
<thead>
<tr>
<th>FY 2020</th>
<th>Federal - AIP</th>
<th>MoDOT</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01AIR-20</td>
<td>$1,000,000</td>
<td>$</td>
<td></td>
<td>$52,632</td>
</tr>
<tr>
<td>FY 2020 Total</td>
<td>$1,000,000</td>
<td>$</td>
<td></td>
<td>$52,632</td>
</tr>
</tbody>
</table>

TABLE 11: 2021 AIR PROJECT SUMMARY

<table>
<thead>
<tr>
<th>FY 2021</th>
<th>Federal - AIP</th>
<th>MoDOT</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01AIR-21</td>
<td>$712,500</td>
<td>$</td>
<td></td>
<td>$37,500</td>
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**2018 Total** | $ 4,592,800 | $ 399,700 | $ 707,200 | $ 3,817,600 | $ 2,758,415 | $ 20,000 | $ 2,423,304 | $ 845,485 | $ 15,564,504
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**2019 Highway Projects**
TABLE 14: 2020 HIGHWAY PROJECT SUMMARY

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TABLE 15: 2021 HIGHWAY PROJECT SUMMARY

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<th>TIP #</th>
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<th>Safety</th>
<th>Bridge</th>
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<th>NHS</th>
<th>Earmark</th>
<th>MoDOT</th>
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TABLE 16: HIGHWAY PROJECT SUMMARY BY YEAR

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<th>MoDOT</th>
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<th>Total</th>
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<tr>
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<td>$94,600</td>
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<td>$112,000</td>
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**TABLE 17: 2018 TRANSIT PROJECT SUMMARY**

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<th>Federal - 5339</th>
<th>MoDOT</th>
<th>Local</th>
<th>Total</th>
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<tr>
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**TABLE 18: 2019 TRANSIT PROJECT SUMMARY**

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<th>MoDOT</th>
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<tr>
<td>01T-19</td>
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**TABLE 19: 2020 TRANSIT PROJECT SUMMARY**

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<th>Local</th>
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**TABLE 20: 2021 TRANSIT PROJECT SUMMARY**

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### TABLE 21: 2018 NON-MOTORIZED PROJECT SUMMARY

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<th>Local</th>
<th>Total</th>
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### TABLE 22: 2019 NON-MOTORIZED PROJECT SUMMARY

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<th>Non-Motorized Project Summary</th>
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<th>MoDOT</th>
<th>Local</th>
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### TABLE 23: JOPLIN DEMONSTRATION OF FISCAL CONSTRAINT

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<thead>
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<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total available revenue</td>
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### TABLE 24: WEBB CITY DEMONSTRATION OF FISCAL CONSTRAINT

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<th>2020</th>
<th>2021</th>
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</thead>
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<tr>
<td>Total available revenue</td>
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<td>$1,781,204</td>
<td>$1,788,676</td>
</tr>
<tr>
<td>Estimated O&amp;M</td>
<td>$(192,390)</td>
<td>$(198,162)</td>
<td>$(204,107)</td>
<td>$(210,230)</td>
</tr>
<tr>
<td>TIP project expenditures</td>
<td>$(93,365)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Available for local projects</td>
<td>$1,476,921</td>
<td>$1,574,514</td>
<td>$1,577,097</td>
<td>$1,578,446</td>
</tr>
</tbody>
</table>

### TABLE 25: CARL JUNCTION DEMONSTRATION OF FISCAL CONSTRAINT

<table>
<thead>
<tr>
<th>Carl Junction Local Funding Availability</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total available revenue</td>
<td>$618,490</td>
<td>$625,261</td>
<td>$631,035</td>
<td>$636,094</td>
</tr>
<tr>
<td>Estimated O&amp;M</td>
<td>$(25,014)</td>
<td>$(25,764)</td>
<td>$(26,537)</td>
<td>$(27,333)</td>
</tr>
<tr>
<td>TIP project expenditures</td>
<td>$(70,000)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Available for local projects</td>
<td>$523,476</td>
<td>$599,496</td>
<td>$604,498</td>
<td>$608,760</td>
</tr>
</tbody>
</table>

### TABLE 26: MAPS DEMONSTRATION OF FISCAL CONSTRAINT

<table>
<thead>
<tr>
<th>Revenue or Expenditure Source</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Revenue (City of Joplin ½ cent Transportation Sales Tax)</td>
<td>$1,812,239</td>
<td>$4,593,039</td>
<td>$1,428,039</td>
<td>$1,237,539</td>
<td>$9,070,856</td>
</tr>
<tr>
<td>Fare Revenue</td>
<td>$175,223</td>
<td>$175,223</td>
<td>$175,223</td>
<td>$175,223</td>
<td>$700,892</td>
</tr>
<tr>
<td>State Revenue</td>
<td>$5,600</td>
<td>$5,768</td>
<td>$5,941</td>
<td>$6,119</td>
<td>$23,428</td>
</tr>
<tr>
<td>Local &amp; State Revenue (Subtotal)</td>
<td>$1,993,062</td>
<td>$4,774,030</td>
<td>$1,609,203</td>
<td>$1,418,881</td>
<td>$9,795,176</td>
</tr>
<tr>
<td>FTA 5307 (Available for O&amp;M)*</td>
<td>$531,965</td>
<td>$547,924</td>
<td>$564,362</td>
<td>$581,294</td>
<td>$2,225,545</td>
</tr>
<tr>
<td>Total Local, State, Federal Revenue available for O&amp;M</td>
<td>$2,525,027</td>
<td>$5,321,954</td>
<td>$2,173,565</td>
<td>$2,000,175</td>
<td>$12,020,721</td>
</tr>
<tr>
<td>Operations and Maintenance</td>
<td>$(1,029,943)</td>
<td>$(1,092,667)</td>
<td>$(1,125,447)</td>
<td>$(4,308,898)</td>
<td></td>
</tr>
<tr>
<td>Revenue available for funding TIP capital projects</td>
<td>$3,554,970</td>
<td>$6,382,795</td>
<td>$3,266,232</td>
<td>$3,125,622</td>
<td>$16,329,619</td>
</tr>
<tr>
<td>Programmed Project Match Amount</td>
<td>$(616,577)</td>
<td>$(1,187,916)</td>
<td>$(570,304)</td>
<td>$(583,154)</td>
<td>$(2,957,951)</td>
</tr>
<tr>
<td>Remaining Financial Capacity for Additional Programming</td>
<td>$4,171,547</td>
<td>$7,570,711</td>
<td>$3,836,536</td>
<td>$3,708,776</td>
<td>$19,287,570</td>
</tr>
</tbody>
</table>

Notes: O&M costs were inflated by 3% annually. MAPS Operating Assistance projects funded with available FTA Section 5307 revenue are programmed in each year of the TIP horizon period.

### TABLE 27: MODOT DEMONSTRATION OF FISCAL CONSTRAINT

<table>
<thead>
<tr>
<th>MoDOT Fiscal Constraint</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenue</td>
<td>$5,277,620</td>
<td>$6,486,666</td>
<td>$8,183,734</td>
<td>$2,426,960</td>
<td>$22,374,980</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>$(2,118,516)</td>
<td>$(2,182,072)</td>
<td>$(2,247,534)</td>
<td>$(2,314,960)</td>
<td>$(8,863,082)</td>
</tr>
<tr>
<td>Funding available</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Estimated TIP expenditures</td>
<td>$(3,159,104)</td>
<td>$(4,304,594)</td>
<td>$(5,936,200)</td>
<td>$(112,000)</td>
<td>$(13,511,898)</td>
</tr>
<tr>
<td>Remaining available revenue</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>