



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

SEPTEMBER 21, 2023
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda
September 21, 2023
12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

The online public viewing of the meeting will be available on Facebook:
<https://www.facebook.com/ozarkstransportationorganization>
and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda
(2 minutes/Childers)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of July 20, 2023 and July 24, 2023 E-Meeting Minutes Tab 1
(2 minutes/Childers)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 12
(5 minutes/Childers)

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on September 20, 2023, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. **Any public comment received since the last meeting has been included in the agenda packet under Tab 12.**

E. Staff Report
(5 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update
(5 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports

(5 minutes/Childers)

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

II. New Business

A. Route 66 Trail Alignment Study Tab 2

(10 minutes/Fields)

CMT will present the final Route 66 Trail Study, which evaluates trail locations between LeCompte Road in Springfield and Strafford.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE ROUTE 66 TRAIL STUDY

B. Legislative Priorities Tab 3

(5 minutes/Fields)

OTO Legislative Priorities for the 2024 Legislative Session are included for review and approval.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE 2024 LEGISLATIVE PRIORITIES

C. FY 2023-2026 TIP Administrative Modification Seven Tab 4

(2 minutes/Longpine)

One revision has been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. FY 2024-2027 TIP Amendment One..... Tab 5

(5 minutes/Longpine)

Three changes are proposed to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT ONE

E. Annual Listing of Obligated Projects Tab 6

(5 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE ANNUAL LISTING OF OBLIGATED PROJECTS

F. Federal Functional Classification Change Request..... Tab 7

(5 minutes/Longpine)

Federal Functional Classification changes have been requested.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FUNCTIONAL CLASSIFICATION CHANGES

G. Financial Statements for FY 2022-2023 Budget Year Tab 8

(5 minutes/Parks)

Staff will present the FY 2022-2023 budget year financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FINANCIAL STATEMENTS
FOR THE FY 2022-2023 BUDGET YEAR**

H. UPWP Administrative Modification One Tab 9
(2 minutes/Parks)

Revisions have been made to the FY 2024 Unified Planning Work Program

NO ACTION REQUIRED – INFORMATIONAL ONLY

I. FY 2024 Operational Budget Amendment #1 Tab 10
(5 minutes/Parks)

Staff will present an Operational Budget Amendment for FY 2024.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2024 OPERATIONAL
BUDGET AMENDMENT NUMBER ONE**

J. Nominating Committee – Vacancies for Calendar Year 2023..... Tab 11
(5 minutes/Fields)

The nominating committee will present recommendations to fill two vacant officer positions to finish the calendar year 2023.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE NOMINEES

K. Nominating Committee – For Calendar Year 2024 Tab 12
(5 minutes/Fields)

Staff is seeking nominations to serve on the nominating committee to appoint or reappoint OTO officers and member of the Executive Committee for the calendar year 2024.

BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT A NOMINATING COMMITTEE

III. Other Business

A. Board of Directors Member Announcements

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues for Board of Directors Member Review

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. Articles for Board of Directors Member Information Tab 13
(Articles attached)

IV. Adjourn meeting. A motion is requested to adjourn the meeting. Targeted for 1:30 P.M.

The next Board of Directors regular meeting is scheduled for Thursday, November 16, 2023 at 12:00 P.M. in person.

Attachments

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM I.C.

July 20, 2023 Meeting and July 24, 2023 E-Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors July 20, 2023 meeting and the July 24, 2023 E-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:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors July 20, 2023 meeting and July 24, 2023 E-meeting minutes”

OR

“Move to approve the Board of Directors July 20, 2023 meeting and July 24, 2023 E-meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
JULY 20, 2023**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person.

The following members were present:

Chuck Branch, Christian Co Citizen-at-Large	Stacy Reese, MoDOT (non-voting)
Jerry Compton, OTO Citizen-at-Large	Martha Smartt, City of Strafford (a)
Travis Cossey, City of Nixa (a)	Dan Smith, City of Springfield (a)
Debra Hickey, City of Battlefield	Richard Walker, Springfield Citizen-at-Large
Skip Jansen, City Utilities Transit	Brian Weiler, Springfield-Branson Airport (a)
Derek Lee, City of Springfield	Greg Williams, City of Willard (a)

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

The following members were not present:

Mokhtee Ahmad, FTA	Lynn Morris, Christian County
David Cameron, City of Republic (a)	James O’Neal, Springfield Citizen-at-Large
Steve Childers, City of Ozark (a)	John Russell, Greene County
Brandon Jenson, City of Springfield	Mark Schenkelberg, FAA
Rusty MacLachlan, Greene County	Daniel Weitkamp, FHWA

Others Present: State Representative Bill Owen; Mike Ussery, Senator Schmitt’s Office; Tommy VanHorn, City of Battlefield; Garrett Brickner and Karen Haynes, City of Republic; Dave Faucett, David Knaut, Natasha Longpine, Debbie Parks, Libby Robinson, and Nicole Stokes, Ozarks Transportation Organization; and members of the public.

Treasurer Travis Cossey, filling in as Chair, called the meeting to order at approximately 12:05 p.m.

I. Administration

A. Welcome and Roll Call

Member	Attendance	Member	Attendance
Chuck Branch	Present	Rusty MacLachlan	Absent
David Cameron (a)	Absent	Lynn Morris	Absent
Steve Childers (Chair)	Absent	James O’Neal	Absent
Jerry Compton	Present	John Russell	Absent
Travis Cossey (Chair fill-in)	Present	Martha Smartt (a)	Present
Debra Hickey	Present	Dan Smith (a)	Present
Skip Jansen	Present	Richard Walker	Present
Brandon Jenson	Absent	Brian Weiler	Present
Derek Lee	Present	Greg Williams	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Brian Weiler moved to approve the July 20, 2023 agenda. Skip Jansen seconded the motion. The motion passed.

C. Approval of May 18, 2023 Minutes

Jerry Compton moved to approve the May 18, 2023 minutes. Chuck Branch seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Travis Cossey advised there were public comments included in the packet, and then asked for comments or questions. Michael Lacobee spoke on behalf of a group regarding agenda item II.D. OTO Discretionary Funding Approval.

E. Executive Director's Report

Natasha Longpine shared the Executive Director's report. The Governor's veto of I-44 funding was disappointing, but staff will continue to look for funding solutions.

The FF Highway Extension Study public meeting was well attended. There will be another opportunity for comment before the study is completed.

The Chadwick Flyer on the City Utilities property has actual trail on the ground. Completion may be done early in September.

Staff continue to look for projects and funding opportunities that align through grant opportunities.

OTO has executed the Safe Streets and Roads for All contract with FHWA. One of the first steps is for the Board to establish a goal for zero deaths and serious injuries. Staff will work with the Technical Planning committee and bring a recommendation to the Board at a future meeting.

STIP project prioritization will begin in August with a recommended ranked list to the Board in November.

A pressing issue is the MoDOT threat to disallow carryover and/or require all federal funds to be spent in the same year. OTO staff is working with Senator Schmitt's and Congressman Burlison's offices to look at the issue and the AMPO Policy Committee is also looking at options. In addition, OTO is considering how state law could be modified to protect federal funds for local use.

There are a lot of great projects in the STIP this year. There will be needed safety and capacity improvements over the next five years.

F. MoDOT Update

Stacy Reese provided an update on the STIP and current projects. July 20th was Stand Up for Safety Day for MoDOT. Recently, there have been a few bridge hits which can be costly. The incarcerated crews have been assisting in litter pick-up and mowing.

G. Legislative Reports

Representative Bill Owen shared disappointment with the veto on the I-44 project and stated support will continue for that project. Funding was approved for an environmental study for the full corridor of I-44 within Missouri.

Mike Ussery with Senator Schmitt's office stated there is no update on the mark-up of the FAA re-authorization. It has been postponed with no clear timeline. Recent activities of Senator Schmitt were shared as well.

II. New Business

A. Board Resolution Line of Credit Renewal

Debbie Parks provided a summary of the Board Resolution for the Line of Credit Renewal.

Martha Smartt made a motion to renew a line of credit in the amount of \$350,000 at Arvest Bank for FY 2024. Debra Hickey seconded the motion. The motion passed.

B. 2023 Public Participation Plan Update

Dave Faucett presented the 2023 Public Participation Plan Update.

Skip Jansen made a motion to approve the 2023 Public Participation Plan. Chuck Branch seconded the motion. The motion passed.

C. *Destination 2045* Amendment Three

Natasha Longpine provided an overview of Amendment Three to *Destination 2045*.

Debra Hickey made a motion to approve Amendment Three to *Destination 2045*. Jerry Compton seconded the motion. The motion passed.

D. OTO Discretionary Funding Approval

Natasha Longpine detailed the proposed OTO Discretionary Funding Awards.

Chuck Branch made a motion to approve the OTO discretionary funding applications as presented. Greg Williams seconded the motion. The motion passed.

E. Draft FY 2024-2028 Statewide Transportation Improvement Program

Natasha Longpine and Stacy Reese provided a summary of the FY 2024-2028 Statewide Transportation Improvement Program.

Richard Walker made a motion to endorse the FY 2024-2028 Statewide Transportation Improvement Program (STIP). Skip Jansen seconded the motion. The motion passed.

F. Draft FY 2024-2027 Transportation Improvement Program

Natasha Longpine reviewed the Draft FY 2024-2027 Transportation Improvement Program.

Due to the loss of quorum, no vote was taken. An E-Meeting will be held to address this agenda item.

G. FY 2025-2029 Draft STIP Prioritization Criteria

Natasha Longpine shared the FY 2025-2029 Draft STIP Prioritization Criteria.

Due to a lack of quorum, no vote was taken. This was informational only.

H. FY 2025-2029 Draft STIP Prioritization Project List

Natasha Longpine reviewed the FY 2025-2029 Draft STIP Prioritization Project List.

No action requested. This was informational only.

I. FY 2023-2026 TIP Administrative Modifications Four, Five, and Six

Natasha Longpine detailed the FY 2023-2026 TIP Administrative Modifications Four, Five, and Six.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for the Board of Directors member review.

C. Articles for Board of Directors Member Information

Travis Cossey noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting

With no further business to come before the Board, Debra Hickey made a motion to adjourn the meeting. Jerry Compton seconded the motion. The motion passed.

The meeting was adjourned at 1:35 p.m.

Steve Childers
OTO Chair

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS E-MEETING MINUTES
JULY 24, 2023**

The Board of Directors of the Ozarks Transportation Organization held an electronic meeting on Monday, July 24, 2023, to approve the FY 2024-2027 Transportation Improvement Program (TIP), Planning Process Certification, and Financial Capacity Certification.

Chair Steve Childers called the electronic meeting to order at approximately 9:00 a.m.

Martha Smartt moved the Board of Directors approve the FY 2024-2027 Transportation Improvement Program, Planning Process Certification, and Financial Capacity Certification. Richard Walker seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Chuck Branch, Steve Childers, Jerry Compton, Travis Cossey, Skip Jansen, Brandon Jenson, Dan Smith, Sam Snider, Richard Walker, and Brian Weiler

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Jeff Roussell adjourned the electronic meeting at approximately 10:12 a.m.

Steve Childers
Board of Directors Chair

TAB 2

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.A.

Route 66 Trail Alignment Study

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy, & Tilly (CMT) in November of 2022 to conduct a study to evaluate the existing Highway 125/Route 66 Corridor, including the BNSF right-of-way, to find the preferred alignment of the Route 66 Trail between Le Compte Rd in Springfield to the City of Strafford, Missouri. The OTO coordinated with the City of Strafford, City of Springfield, MoDOT, and CMT to complete the study and develop a draft report of the findings that includes key recommendations for alignment and future planning.

The study evaluated the following alternatives for trail alignment –

- Option 1 – Alignment following Old Route 66 between the highway and railroad
- Option 2A – South of Old Route 66 from Le Compte to Partnership, North from Partnership to Strafford
- Option 2B – Adjacent along north side of Old Route 66 for entire alignment
- Option 3A – Diversion through Strafford along Pine Street
- Option 3B – Diversion through Strafford along Old Orchard Dr., McCabe St., and Washington Ave.
- Option 3C – Diversion through Strafford along Old Orchard Dr., McCabe St., and Madison Ave.
- Option 3D – Diversion through Strafford along Pinecrest Ave., McCabe St., and Chestnut St.

After review of the above alternatives the study provided a recommended alternative of Option 2B (North Parallel) to provide a safe and economical trail between Springfield and Strafford while also providing opportunities for aesthetic customization to make the trail a signature attraction of the area. It also coincides best with future plans the City of Strafford has for expansion of their internal sidewalk system into the downtown area.

A refined conceptual cost estimate was developed for Option 2B (North Parallel) as the preferred alternative and is provided in the study. A public meeting was held on June 15, 2023, with 20 attendees. The study will be available for public comment ahead of the Board of Directors meeting in September.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on August 16, 2023, the Technical Planning Committee recommended the Board of Directors accept the Route 66 Trail Alignment Study.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to accept the Route 66 Trail Alignment Study.”

OR

“Move to accept the Route 66 Trail Alignment Study, with these changes...”



ROUTE 66/STRAFFORD TRAIL



DRAFT CONCEPTUAL STUDY REPORT

Greene County, Missouri

July 25th, 2023

Prepared by:



Table of Contents

1.0 INTRODUCTION	1
2.0 PURPOSE AND NEED.....	1
3.0 ALTERNATIVES ANALYSIS	2
3.1 PROPOSED DESIGN CRITERIA	2
3.2 ALTERNATIVES DEVELOPMENT	2
3.3 OVERVIEW OF ALTERNATIVES	3
3.4 MAINTENANCE OPERATIONS	11
3.5 COST ESTIMATES	12
3.6 UTILITY IMPACTS AND RELOCATIONS	12
3.7 RIGHT-OF-WAY IMPACTS.....	13
3.8 AESTHETICS.....	13
3.9 SATISFACTION OF THE PURPOSE AND NEED	15
4.0 RECOMMENDED ALTERNATIVE.....	15
5.0 ENVIRONMENTAL CONSTRAINTS SUMMARY	15
5.1 NOISE ASSESSMENT	16
5.2 SECTION 4(F) AND SECTION 6(F)	16
5.3 THREATENED AND ENDANGERED SPECIES	16
5.4 404 PERMIT – WETLANDS/STREAMS	17
5.5 CULTURAL RESOURCES	17
5.6 FLOODPLAIN	17
5.7 HAZARDOUS WASTE SITES	17
5.8 FARMLAND	17
6.0 PUBLIC INVOLVEMENT	17
7.0 ADDITIONAL TRAIL CONSIDERATIONS.....	19
7.1 CONSTRUCTION PHASING	19
7.2 IMPLEMENTATION PLAN	23

Appendix A – Concept Exhibits

Appendix B – Recommended Alternative Program Cost

Appendix C – Environmental Mapping Exhibit

Appendix D – Trail Alternative 2A Construction Cost

Appendix E – Recommended Alternative Phased Costs

Appendix F – Public Meeting Attendance Sheet & Written Comments

1.0 INTRODUCTION

The primary goal of this study is to develop and evaluate alternative trail locations for the Historic Route 66 (Strafford) Trail from LeCompte Rd. in Springfield, MO to Strafford, MO. This trail would be a connection from Strafford to the Springfield Regional Trail System and will ultimately connect to future trail and greenway alignments such as the Division Street Trail and North Jordan Creek Greenway.

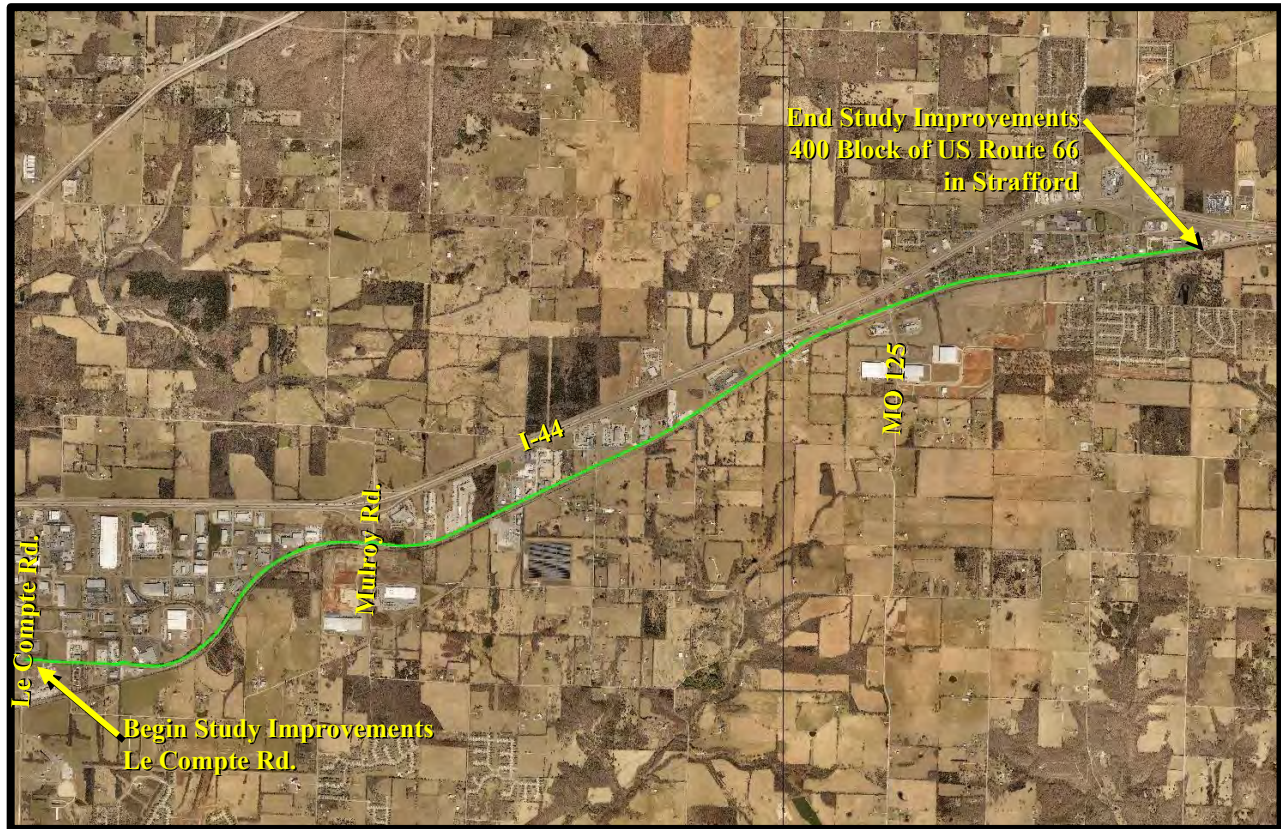


Figure 1: Route 66 (Strafford) Trail Study Limits

2.0 PURPOSE AND NEED

In November of 2022, the Ozarks Transportation Organization (OTO) contracted Crawford, Murphy & Tilly (CMT) to determine the safest and most practical location and method for the Route 66 (Strafford) Trail connecting Springfield, MO (at the intersection of LeCompte Rd. and Kearney St.) to Strafford, MO along Historic US Route 66. The purpose of the Route 66 Trail is to provide regionally important bicycle and pedestrian connection between the cities of Springfield and Strafford, Missouri.

The OTO Trail Investment Study completed in October 2017 identified the Route 66 (Strafford) Trail as a priority trail alignment for the region. The project is a key priority for many local and agency partners, with a focus on the following community benefits:

- Reimagine an important piece of Ozarks transportation history by utilizing much of the Historic US Route 66 corridor as the basis for the proposed trail alignment
- Promote regional connection for multi-use transportation by connecting the cities of Springfield and Strafford, Missouri
- Provide a safe transportation corridor for all trail users through congested urban and suburban areas

3.0 ALTERNATIVES ANALYSIS

3.1 PROPOSED DESIGN CRITERIA

The proposed Route 66 Trail will be a multi-use trail facility serving predominantly bicycle and pedestrian traffic. In accordance with design criteria as noted, the following criteria will be used when designing this facility.

Criteria	Standard	Source/Remarks
Bicycle Design Speed	30 mph (max.) 18 mph (min.)	AASHTO Bicycle Facilities Guide
Design Bicycle Lean Angle	20°	AASHTO Bicycle Facilities Guide
Minimum Path Width	10'-0"	OTO Bicycle & Pedestrian Trail Investment Study, ADA
Minimum Path Radius	60'-0"	AASHTO Bicycle Facilities Guide, ADA
Maximum Path Cross Slope	2%	OTO Bicycle & Pedestrian Trail Investment Study, ADA
Minimum Path Shoulder Width	2'-0"	OTO Bicycle & Pedestrian Trail Investment Study
Standard Maximum Path Grade	5% (1% at structures)	AASHTO Bicycle Facilities Guide
Foreslopes (Fill)	0' to 2' – 6:1 or flatter 2' to 5' – 4:1 max. >5' – 3:1 max.	AASHTO Bicycle Facilities Guide & OTO Bicycle & Pedestrian Trail Investment Study
Backslopes (Cut)	0' to 2' – 6:1 or flatter 2' to 5' – 4:1 max. >5' – 3:1 max.	
Path Clear Zone Width	2'-0"	AASHTO Bicycle Facilities Guide

Table 1: Proposed Design Criteria

3.2 ALTERNATIVES DEVELOPMENT

In March 2023, three meetings were held to discuss seven different alignment alternatives for the Route 66/Strafford Trail. Other alignments were briefly explored but dismissed due to topographic complications, residential or commercial impacts, or significant associated costs. The seven alternatives presented were:

1. **Option 1** – Alignment following Old Route 66 between the highway and railroad
2. **Option 2A** – South of Old Route 66 from Le Compte to Partnership, North from Partnership to Strafford
3. **Option 2B** – Adjacent along north side of Old Route 66 for entire alignment
4. **Option 3A** – Diversion through Strafford along Pine Street
5. **Option 3B** – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Washington Ave.
6. **Option 3C** – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Madison Ave.
7. **Option 3D** – Diversion through Strafford Along Pinecrest Ave., McCabe St., and Chestnut St.

Alternatives were developed consistent with the AASHTO Guide for the Development of Bicycle Facilities (2012, 4th Edition), the OTO Trail Investment Study (October 2017), and MoDOT's *Engineering Policy Guide (EPG)*. **Appendix A** shows detailed conceptual layouts of the alternatives that were further analyzed.

3.3 OVERVIEW OF ALTERNATIVES

3.3.1 BASE ALIGNMENT OPTIONS

Option 1 – Alignment following Old Route 66 between the highway and railroad (South Parallel)

Figure 2 below shows the conceptual layout. Major features of Option 1 include:

- Connection to existing sidewalk at the southeast quadrant of Le Compte
- At-grade pedestrian crossing at railroad spur between Partnership Blvd. and Mustard Way
- Accommodations for Old Route 66 and BNSF Railroad drainage discharge on the south side of the road, including large sections of enclosed drainage structures
- Total length of improvements of approximately 6.23 miles for construction of the trail



Figure 2: Option 1 – South Parallel

Benefits

- Minimal commercial and/or residential impacts
- Provides minimal driveway/roadway intersection points
- Limits signal impacts at Le Compte and Mulroy intersections

Disadvantages

- Right-of-way impacts on the south side of the roadway will require BNSF approval
- Safety concerns with such close proximity to BNSF Railroad
- Fence likely required the majority of the alignment
- Enclosed drainage system required along much of proposed alignment due to drainage challenges
- Avoids connection with numerous businesses along the north side of the highway as well as existing sidewalk infrastructure and businesses within Strafford

Option 1 (South Parallel) was ultimately determined not feasible due to expected right-of-way/permanent easement acquisition issues with BNSF as well as anticipated costs associated with grading, drainage, and fencing.

Option 2A – South of Old Route 66 from Le Compte to Partnership, North from Partnership to Strafford (2017 Trail Study Option)

Figure 3 below shows the conceptual layout. Major features of Option 2A include:

- At-grade pedestrian crossing (HAWK signalization) at the intersection of Old Route 66 and Partnership Blvd. In Springfield, MO
- At-grade pedestrian crossing at railroad spur between Partnership Blvd. and Mustard Way
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Connection to existing sidewalk in front of businesses in Strafford along Old Route 66

- Total length of improvements of approximately 5.96 miles for construction of the trail



Figure 3: Option 2A – 2017 Trail Study Option

Benefits

- Connects to businesses and residences along the north side of the highway
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway

Disadvantages

- Numerous driveway and roadway intersections
- No areas that allow for an isolated user experience due to the close adherence to the adjacent roadway
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)
- Traffic and Safety concerns associated with short distance from signalized intersection at Le Compte to HAWK signal

Option 2B – Adjacent along north side of Old Route 66 for entire alignment (North Parallel)

Figure 4 below shows the conceptual layout. Major features of Option 2B include:

- Signal & pedestrian crossing improvements at Le Compte
- At-grade pedestrian crossing at railroad spur between Partnership Blvd. and Mustard Way
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Connection to existing sidewalk in front of businesses in Strafford along Old Route 66
- Total length of improvements of approximately 5.95 miles for construction of the trail



Figure 4: Option 2B – North Parallel

Benefits

- Connects to businesses and residences along the north side of the highway
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal

Disadvantages

- Numerous driveway and roadway intersections
- No areas that allow for an isolated user experience due to the close adherence to the adjacent roadway
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

3.3.2 STRAFFORD ALIGNMENT OPTIONS

Option 3A – Diversion through Strafford along Pine Street (Pine Street)

Figure 5 below shows the conceptual layout. Major features of Option 3A include:

- North Parallel Alignment from Le Compte intersection to Washington Ave. in Strafford
- Direct connection of downtown Strafford utilizing existing 10' sidewalk along Pine St. and connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 1,820 ft. for construction of the trail (6.29 miles when included with Option 2B)



Figure 5: Option 3A – Pine Street

Benefits

- Connects to businesses and residences along the north side of the highway and along Pine Street within Strafford
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- More pleasant user experience within Strafford due to the separation from Old Route 66

Disadvantages

- A portion of the existing 10' sidewalk in Strafford is obstructed by light poles that do not allow for the minimum Multi-Use Path width requirement of 8'
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)
- Does not align with goals of the City of Strafford

Option 3B – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Washington Ave. (Washington Avenue)

Figure 6 below shows the conceptual layout. Major features of Option 3B include:

- North Parallel alignment from Le Compte intersection to Old Orchard Dr. in Strafford

- Trail passes in front of Strafford High school on the north side of McCabe St. until turning south on Washington Ave. to connect to downtown Strafford utilizing existing 10' sidewalk along Pine St. and connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 4,790 ft. for construction of the trail (6.57 miles when included with Option 2B)



Figure 6: Option 3B – Washington Avenue

Benefits

- Connects to businesses and residences along the north side of the highway and along Pine Street within Strafford
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- More pleasant user experience within Strafford due to the separation from Old Route 66
- Allows access for students walking to/from school

Disadvantages

- Increased pedestrian traffic near school causes safety concerns during loading/unloading
- A portion of the existing 10' sidewalk in Strafford is obstructed by light poles that do not allow for the minimum Multi-Use Path width requirement of 8'
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

- Tight right-of-way along Washington Ave.

Option 3C – Diversion through Strafford Along Old Orchard Dr., McCabe St., and Madison Ave. (Madison Avenue)

Figure 7 below shows the conceptual layout. Major features of Option 3C include:

- North Parallel alignment from Le Compte intersection to Old Orchard Dr. in Strafford
- Trail passes in front of Strafford High school on the north side of McCabe St. until turning south on Madison Ave. to connect to downtown Strafford utilizing existing 10' sidewalk along Pine St. and connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 4,710 ft. for construction of the trail (6.56 miles when included with Option 2B)



Figure 7: Option 3C – Madison Avenue

Benefits

- Connects to businesses and residences along the north side of the highway and along Pine Street within Strafford
- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- More pleasant user experience within Strafford due to the separation from Old Route 66
- Allows access for students walking to/from school
- Right-of-way along Madison Ave. is more conducive to a trail than that of Washington Ave.

Disadvantages

- Increased pedestrian traffic near school causes safety concerns during loading/unloading
- A portion of the existing 10' sidewalk in Strafford is obstructed by light poles that do not allow for the minimum Multi-Use Path width requirement of 8'
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

Option 3D – Diversion through Strafford Along Pinecrest Ave., McCabe St., and Chestnut St. (Pinecrest to Chestnut)

Figure 8 below shows the conceptual layout. Major features of Option 3D include:

- North Parallel alignment from Le Compte intersection to Pinecrest Ave. in Strafford
- Trail passes in front of Strafford High school on the north side of McCabe St. until continuing along the north side of Chestnut St. connecting to MO 125
- 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Total length of improvements of approximately 1.13 miles for construction of the trail (6.56 miles when included with Option 2B)



Figure 8: Option 3D – Pinecrest to Chestnut

Benefits

- Minimal BNSF right-of-way impacts (Spur Crossing)
- Significantly less enclosed drainage necessary than on the south side of the highway
- No HAWK pedestrian crossing necessary due to the only crossing of Old Route 66 being at the Le Compte signal
- Provides the longest distance through Strafford creating a more pleasant user experience within Strafford due to the separation from Old Route 66
- Creates access through residential areas on the west side of Strafford
- Allows access for students walking to/from school
- Right-of-way along Madison Ave. is more conducive to a trail than that of Washington Ave.

Disadvantages

- Increased pedestrian traffic near school causes safety concerns during loading/unloading
- Diversion of Trail traffic away from businesses along the north side of Old Route 66 through Strafford
- Proximity to utilities along the north side of highway causing impacts at various locations (high-pressure gas lines, electrical transmission lines, fiber optics, etc.)

After team discussion and stakeholder involvement from the City of Strafford, the trail purpose and need of creating a safe regional bike and pedestrian connection between Springfield and Strafford is achievable without the added trail length and cost of going through Strafford. Omitting the trail connectivity through town also affords the City of Strafford the freedom to develop its own pedestrian and bicycle facilities that better align with the needs of the community in the future. Ultimately, it was determined that Options 3A-3D are not a priority with which to move forward, and the trail will tie in to existing and future ADA facilities within Strafford at the west side of the intersection of Old Route 66 and Washington Avenue.

3.4 MAINTENANCE OPERATIONS

Other General Maintenance Activities

General maintenance of City-owned right-of-way, MoDOT-owned right-of-way, and trail pavement will be required. Expected activities may include:

- Mowing, trimming, or pruning of grasses, trees, shrubs, or other vegetation will be required on regular intervals to prevent overgrowth on the trail surface or impacts to bicyclist clearances
- Regular inspection of trail pavement surface to discover and replace concrete or asphalt pavement causing gaps, tripping hazards, or slippery surfaces deemed out of compliance by ADA standards
- Regular flushing of drainage culverts to prevent sedimentation within the pipe and sediment removal of inlet or outlet rock linings
- Replacement of lighting elements

MoDOT currently is responsible for maintaining the roadway right-of-way corridor along Old Route 66 which is the location of the trail alignment. Additional maintenance activities added due to the trail construction are the upkeep of the trail itself to ensure it maintains ADA compliance and upkeep of additional drainage infrastructure. The annual costs for the maintenance of this infrastructure are

difficult to pinpoint as multiple factors have an impact on the amount of maintenance required from year to year. It is recommended that \$5,000 to \$10,000 be put aside each year to cover panel replacements to ensure the trail maintains ADA compliance and to cover additional maintenance needs. MoDOT's current policy notes that the State will not maintain multi-use paths within their right-of-way. Due to this, the local jurisdictions and/or Ozark Greenways will be responsible for the maintenance of the trail.

3.5 COST ESTIMATES

In order to evaluate and compare the costs of the trail alternatives, high-level conceptual construction costs were determined for each alternative. A fully developed program cost estimate that includes construction, preliminary engineering, construction engineering, right of way, right of way incidental, and utility relocation costs was not performed until the core group agreed on a recommended alternative. A full program budget was performed on the recommended alternative and this budget can be found in Section 7.0 of this report as well as **Appendix B**.

The following estimated construction costs were developed for each option:

Estimated Construction Costs	
Option 2A <i>2017 Trail Study Option</i>	Option 2B <i>North Parallel</i>
\$7,592,902.46	\$7,142,405.48

Table 2: Estimated Construction Costs for Each Alignment Option

3.6 UTILITY IMPACTS AND RELOCATIONS

Utility impacts are estimated to be substantial in every alternative analyzed. There are several pull boxes and telecom risers that will be impacted by the proposed trail; however, most appear to be within existing right-of-way. It is likely the individual utilities will elect to adjust the pull boxes to the new grade. Risers will be addressed on a case-by-case basis. If the riser falls within the grading limits of the trail, the pedestal will likely need to be replaced with a new pull box set to grade. There are also a few guy anchors impacted by the project.

Most utility impacts between Le Compte Rd. and Mulroy Rd. (Trail Section 1) will be lighting and electric pole relocations. There is continuous whiteway lighting along the Industrial Park (between Partnership Blvd. and Mustard Way) that will be impacted by the trail and/or grading. City Utilities has a high-pressure steel gas main along the north side of the highway that varies from 8"-12" in size as well as a parallel ductile iron water main ranging in size from 12"-16". CU also has electrical transmission in this area, but it should not be impacted. To the west of the intersection of Mulroy Rd. and Old Route 66, there is a 3P transmission line that will have impacts to various poles.

Between Mulroy Rd. and TransLand (Trail Section 2) there are numerous power pole relocations necessary (likely requiring the purchase of easements). Just east of 3075 W Old Route 66 (Gillespie Excavation), there is a CU electrical transmission line and gas main running N-S. The transmission line pole will not be affected; however, the anchor may need adjustment.

Utility impacts for the remainder of the trail are mostly within right-of way. There is a Southwest Electric Co-Op 1P power line set close to the right-of-way line that will need numerous pole relocations (requiring parallel easements to the north). Also, CU has vent pipes on their gas main casing for the highway crossing at the intersection of MO 125 and Old Route 66.

3.7 RIGHT-OF-WAY IMPACTS

Each option was evaluated with a baseline design including 3:1 fill slopes. This design method is more intrusive on adjacent right-of-way but can be significantly more cost-effective than its structural alternatives such as retaining walls or bridges.

Both options utilize existing MoDOT right-of-way for the alignment of the trail. Temporary Construction Easements as well as some Permanent Utility Easements are anticipated due to the narrow right-of-way corridor.

The following table summarizes the total estimated right-of-way acquisition (Temporary Construction Easements and Permanent Utility Easements) anticipated to be required for each trail alternative within the trail limits:

Option 2A <i>2017 Trail Study Option</i>		Option 2B <i>North Parallel</i>	
TCE	PUE	TCE	PUE
2.25	0.57	2.22	0.56

Table 3: Estimated Right-of-Way Acquisition Area for Each Alignment Option

3.8 AESTHETICS

The proposed alternative construction costs are based on a baseline design of a standard 10' trail with 3:1 cut/fill slopes rather than Mechanically Stabilized Earth walls with no additional aesthetic upgrades. Additionally, no extra costs were estimated for specialized signage or elements along the trail.

The Route 66/Strafford trail has many opportunities for aesthetic upgrades throughout the alignment building on the historic nature of Route 66. Kiosks, signs, information boards, and trailhead locations can all be utilized to attract tourism and trail use. Figures 9 through 11 below show a few aesthetic enhancements used along Route 66 Trails in other states.



Figure 9: Route 66 Trail Sign Example – Santa Monica, California



Figure 10: Route 66 Trail Kiosk Examples – Berwyn, Illinois



Figure 11: Route 66 Trail Sign & Rest Area Examples – Lexington, Illinois

If aesthetic elements are desired, any associated costs from the aesthetic elements will be above and beyond the construction costs shown above and in **Appendix B**.

3.9 SATISFACTION OF THE PURPOSE AND NEED

The proposed separated Route 66/Strafford Trail provides a safe, multi-modal transportation alternative for the planned bicycle and pedestrian corridor between the cities of Springfield and Strafford, Missouri. The seven options evaluated as part of this study satisfy the needs and purpose of the trail corridor.

4.0 RECOMMENDED ALTERNATIVE

An evaluation matrix was developed to summarize the advantages of each crossing alternative as it relates to five important criteria set forth by the Ozarks Transportation Organization (OTO) at the start of the study. Those five criteria include: cost, safety, aesthetics, maintenance, and user comfort. The following matrix indicates the North Parallel (Option 2B) as the preferred alternative with the most benefit.

	Option 2A	Option 2B
Cost	2	3
Safety	1	3
Aesthetics	3	3
Maintenance	2	2
User Comfort	2	3
Total Score	10	15

*Table 4: Evaluation matrix with scoring to indicate a preferred alternative with relation to five categories.
3=Most Advantageous, 1=Least Advantageous*

Option 2B (North Parallel) provides a safe and economical trail between Springfield and Strafford while also providing opportunities for aesthetic customization to make the trail a signature attraction of the area. It also coincides best with future plans the City of Strafford has for expansion of their internal sidewalk system into the downtown area. Due to all these factors, the North Parallel alternative is the recommended alternative to carry forward as the preferred method and location for the crossing of US Highway 65.

A refined conceptual cost estimate was developed for Option 2B (North Parallel) as the preferred alternative, and was provided to the OTO for program budgeting purposes. This refined cost estimate for Option 2B is attached in **Appendix B**.

5.0 ENVIRONMENTAL CONSTRAINTS SUMMARY

A high-level environmental review was performed as part of this conceptual study with the assumption that federal permits or funding may be sought out for future design or construction of the Route 66/Strafford Trail. The following environmental categories, some of which can be found in the

environmental constraints map in **Appendix C**, were reviewed and summarized to include each crossing option:

5.1 NOISE ASSESSMENT

If a project is classified as a Type I or Type II project, a noise analysis may be required. However, because this is a trail project, a noise analysis is not expected.

5.2 SECTION 4(F) AND SECTION 6(F)

No 4(f) or 6(f) resources were identified within the project study area.

5.3 THREATENED AND ENDANGERED SPECIES

According to a USFWS Information for Planning and Consultation (IPaC) review, the following federally listed species may occur in the study area:

- Indiana bat (*Myotis sodalist*, endangered), Northern long-eared bat (*Myotis septentrionalis*, threatened)
 - Tree clearing of suitable habitat will require seasonal restrictions
 - (Nov. 1 to Oct. 31)
- Gray bat (*Myotis grisescens*, endangered)
 - Project alignment will need to be assessed in the field for suitable cave habitats
 - Missouri Department of Natural Resources (MDNR) GeoSTRAT reports no sinkholes in the study area
- Ozark cavefish (*Amblyopsis rosae*, threatened)
 - Based on a high-level review, cave streams are not likely to be located within the study area. A closer field evaluation will be required to confirm absence of suitable habitats
- Niangua darter (*Etheostoma nianguae*, threatened)
 - Study area does not overlap with the darter's critical habitat
 - Project alignment will need to be assessed for suitable aquatic habitat
- Monarch Butterfly (*Danaus plexippus*, candidate endangered)
 - No critical habitat identified, historical range in Missouri
 - Project alignment will need to be assessed for habitat- prairie habitat that contains milkweed

Further coordination will be required with Missouri Department of Conservation Natural Heritage Review to determine if there are records of federally or state-listed species or state-ranked species near the preferred trail alignment.

5.4 404 PERMIT – WETLANDS/STREAMS

Multiple National Hydrography Dataset (NHD) streams and National Wetland Inventory (NWI) wetlands are mapped within the study area boundaries: two mapped intermittent streams/riverine wetlands, the Brown Branch and Pierson Creek, are within the study area. Based on aerial imagery, Brown Branch may no longer be present along the alignments. Field investigation will be required to determine if streams and wetlands are present. Impacts to federally jurisdictional streams and/or wetlands will require compliance with 404/401 permitting.

5.5 CULTURAL RESOURCES

No National Register sites are located within the project area. Area will likely need to be reviewed for buildings and structures that are over 45 years of age.

5.6 FLOODPLAIN

Most of the project area is outside of the floodplain. There is one small area toward the central portion of the study area that is in Zone A (1% annual chance of flooding). Any construction within a floodplain will require a floodplain development permit.

5.7 HAZARDOUS WASTE SITES

Based on MDNR Environmental Site Tracking and Research Tool (E-Start) sites within or adjacent to study area:

- Operating UST with no known releases: 3
- Facility closed prior to implementation of 2004 tanks RBCA: 8
- Former UST issued a NFA letter without restriction: 1
- Former UST Investigation/Corrective action is ongoing or incomplete: 1
- Brownfield Assessment Site: 1
- If right-of-ways or easements will be required from these properties, additional investigation will likely be necessary.

5.8 FARMLAND

The study area does not encompass any farmland. Project will not be subject to Farmland Protection Policy Act.

6.0 PUBLIC INVOLVEMENT

A public meeting pertaining to the Route 66 (Strafford) Trail Study Report was held on June 15th, 2023, with an attendance of 20. Numerous comments were made in person, and six (6) written

comments were received. See **Appendix F** for the public meeting sign-in sheet and written comments. A summary of the common themes of the public comments is provided below.

- A trail connection from Springfield to Strafford was strongly favored by both local citizens and business owners.
- There was some concern expressed about the impacts of Option 2 on commercial and residential properties.
- Concern was also noted regarding the safety of the numerous driveway intersections along the trail on the north side of the highway, as well as the concern for easy access to property (yards, mailboxes, etc.) along the trail.
- Connection to the north side of Springfield would provide a much-needed pedestrian connection, however there is concern about the large homeless population having increased access to Strafford.

Additional public and stakeholder input will be continued during future phases of the project, as funding is identified for various sections.

7.0 ADDITIONAL TRAIL CONSIDERATIONS

7.1 CONSTRUCTION PHASING

Due to the substantial length of the trail, a multi-phase approach is the most feasible approach to build the trail as funding becomes available. The trail has been broken up into the following three sections:

Section 1 – Le Compte to Mulroy

Begins at the intersection of Le Compte Rd. and Kearney St. (Old Route 66) and ends at the northwest quadrant of the intersection of Mulroy Rd. and Old Route 66.



Figure 12: Trail Section 1

The challenges in the construction of this phase include:

- Signal improvements at Le Compte Rd.
- Tight right-of-way immediately west of Partnership Blvd.
- Rail spur crossing at PIC West
- Grading/drainage solutions vary greatly along alignment
- Utility easements required in a few areas

Section 2 –Mulroy to TransLand

Begins at the intersection of Mulroy Rd. and Old Route 66 and ends at the intersection of Old Route 66 and the entrance to TransLand.

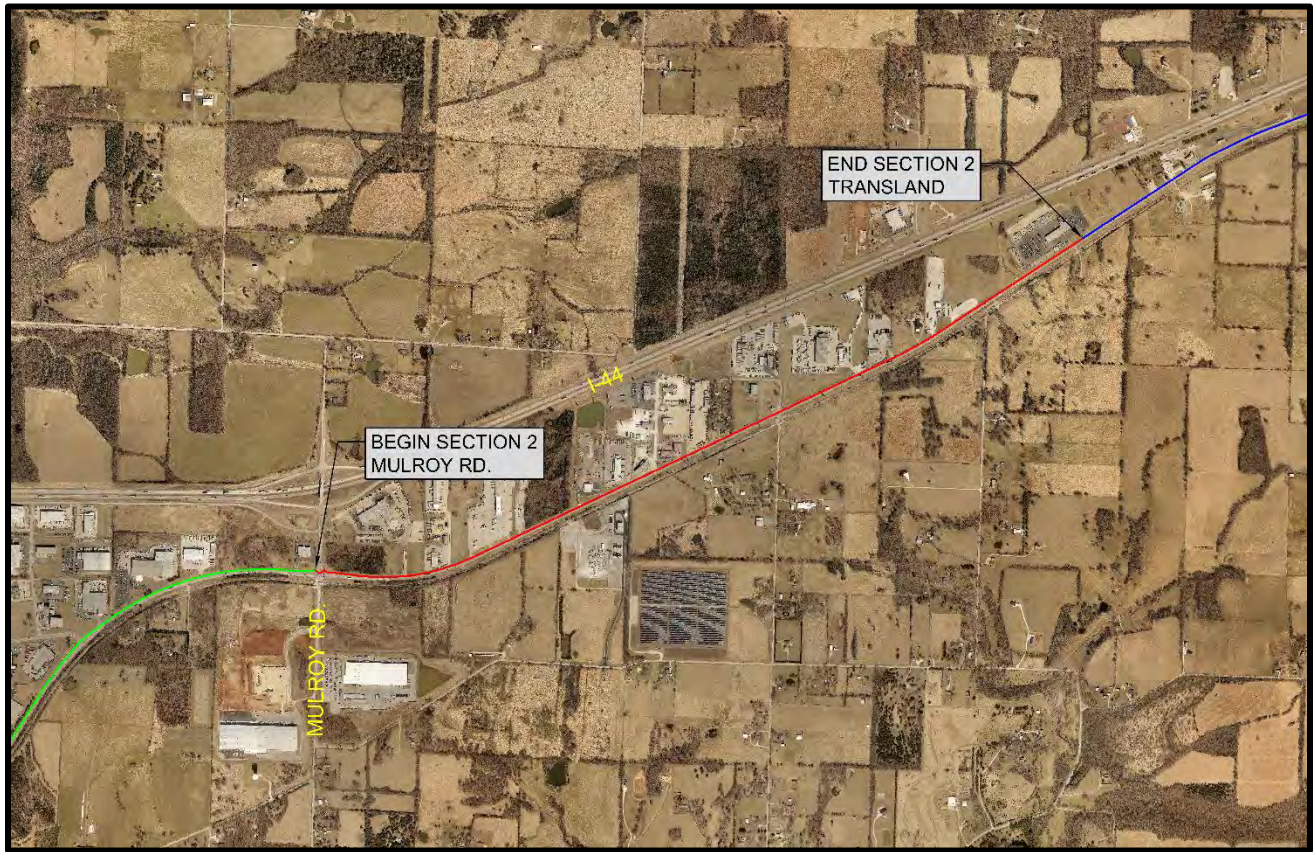


Figure 13: Trail Section 2

The challenges in the construction of this phase include:

- Crossing adjustments at Mulroy Rd.
- Grading/drainage solutions vary greatly along alignment
- Utility easements required in a few areas

Section 3 – TransLand to Washington Ave.

Begins at the intersection of Old Route 66 and the entrance to TransLand and ends at the northwest quadrant of the intersection of Old Route 66 and Washington Ave. in Strafford.



Figure 14: Trail Section 3

The challenges in the construction of this phase include:

- Signal improvements at Le Compte Rd.
- Enclosed Drainage required in multiple areas
- Utility easements required in a few areas



Figure 15: Preferred Trail Alignment Sections

Program costs for each section are listed below for the recommended Option 2B (North Parallel) alternative. These program costs are intended to recommend a high-level programming budget for the trail gap and may increase with the inclusion of aesthetic enhancements, more expensive drainage solutions, increases in property values, or other factors. A detailed summary of the full program costs for each section and the entire project (for the baseline and additional designs) can be found in **Appendix E**.

	Section 1 Program Budget	Section 2 Program Budget	Section 3 Program Budget
Construction Cost	\$2,222,676.72	\$2,538,779.76	\$2,381,049.00
Preliminary Engineering (12%)	\$266,721.21	\$304,653.57	\$285,725.88
Construction Engineering (12%)	\$222,267.67	\$253,877.98	\$238,104.90
Right-of-Way	\$80,000	\$71,000	\$43,000
Right-of-Way Incidentals	\$80,000	\$100,000	\$190,000
Utility Relocation Costs	\$105,000	\$90,000	\$70,000
Section Total	\$2,976,665.60	\$3,358,311.31	\$3,207,879.78
Total	\$9,542,856.69		

Table 5: Option 2B Program Budgets* for Sections 1, 2, and 3

** Program Cost is based on 2023 dollars and assumes a reasonable schedule for construction with no additional contingencies for acceleration. Program Cost does not include any additional contingencies for escalation of steel and fuel costs and is subject to change based on unforeseen fluctuation in costs necessary to construction that are out of the control of CMT.*

7.2 IMPLEMENTATION PLAN

As shown above, it is anticipated that the construction of the Old Route 66/Strafford Trail will need to take a phased approach due to the length and cost of the trail improvements. Below are additional suggestions to help streamline the implementation of the trail corridor:

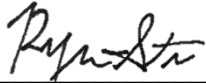
1. Coordinate with MoDOT, City of Springfield, Greene County, and City of Strafford requiring new developments along the corridor to install 10' trail. See City of Ozark for examples of this.
2. Coordinate with MoDOT, City of Springfield, Greene County, and City of Strafford to ensure any roadway projects within the corridor accommodate the future trail alignment.
3. Keep a lookout for potential funding opportunities, see Section 7.2.1 below.

7.2.1 FUNDING OPPORTUNITIES

Trails are ever-growing in popularity in recent history and with this growth there has been additional grant funding allocated to trail projects. Some of these grant programs include Surface Transportation Block Grants, Department of Economic Development Grants, and Department of Natural Resource Grants.

As the project gains momentum, those grants (along with others) should be explored to provide valuable sources of potential funding for the project. One caveat to nearly all grant programs is that in order to obtain funding, dollar-for-dollar matches will be required. Therefore, as funding becomes available, it can be allocated to build the budget needed for the cost-share.

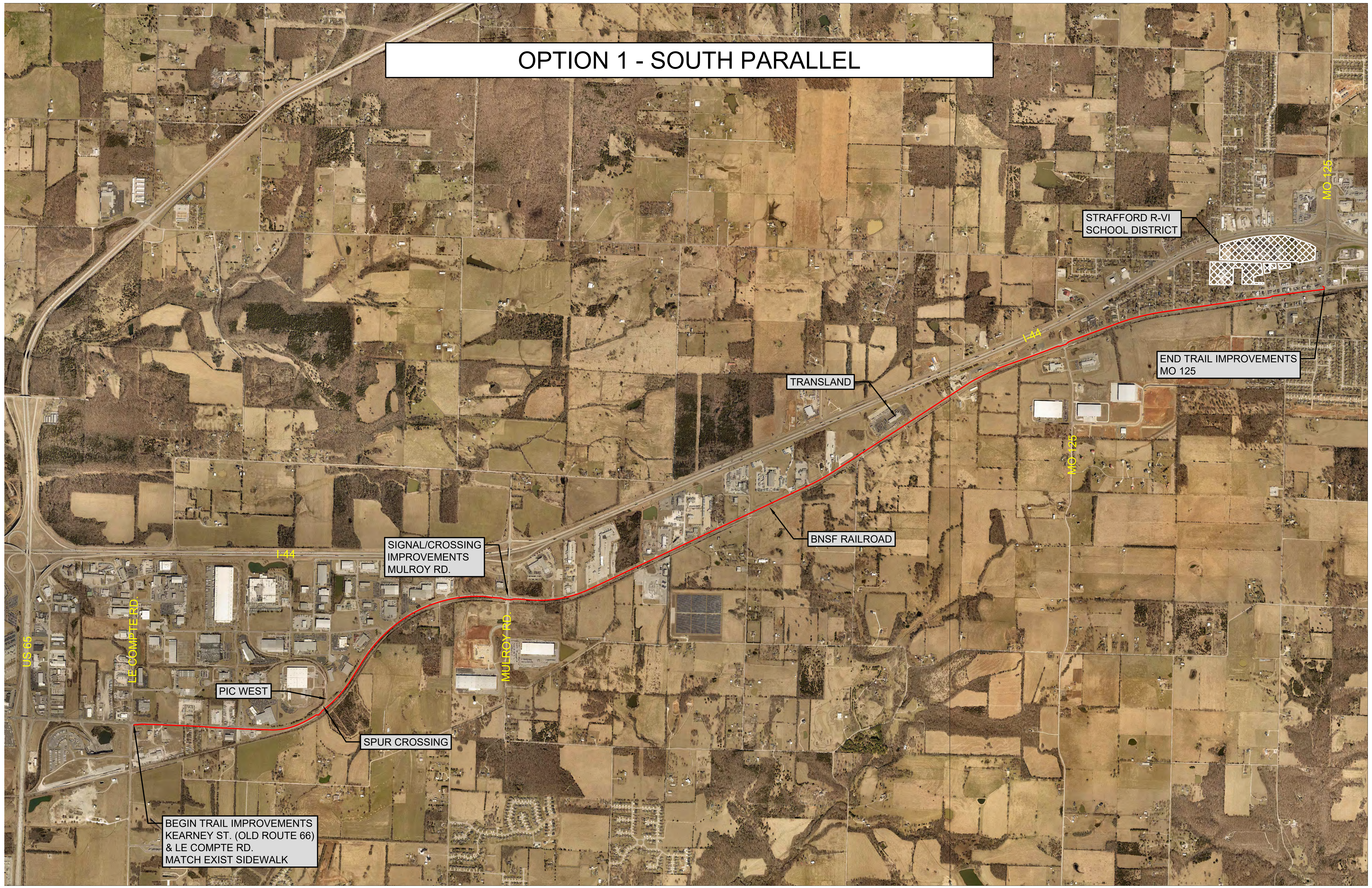
Submitted by:



Ryan Stehn, P.E.
CMT Project Manager

**APPENDIX A – ROUTE 66
(STRAFFORD) TRAIL CONCEPT
EXHIBITS**

OPTION 1 - SOUTH PARALLEL



STRAFFORD R-VI
SCHOOL DISTRICT

END TRAIL IMPROVEMENTS
MO 125

TRANSLAND

BNSF RAILROAD

SIGNAL/CROSSING
IMPROVEMENTS
MULROY RD.

MULROY RD

SPUR CROSSING

PIC WEST

BEGIN TRAIL IMPROVEMENTS
KEARNEY ST. (OLD ROUTE 66)
& LE COMPTE RD.
MATCH EXIST SIDEWALK

LE COMPTE RD

I-44

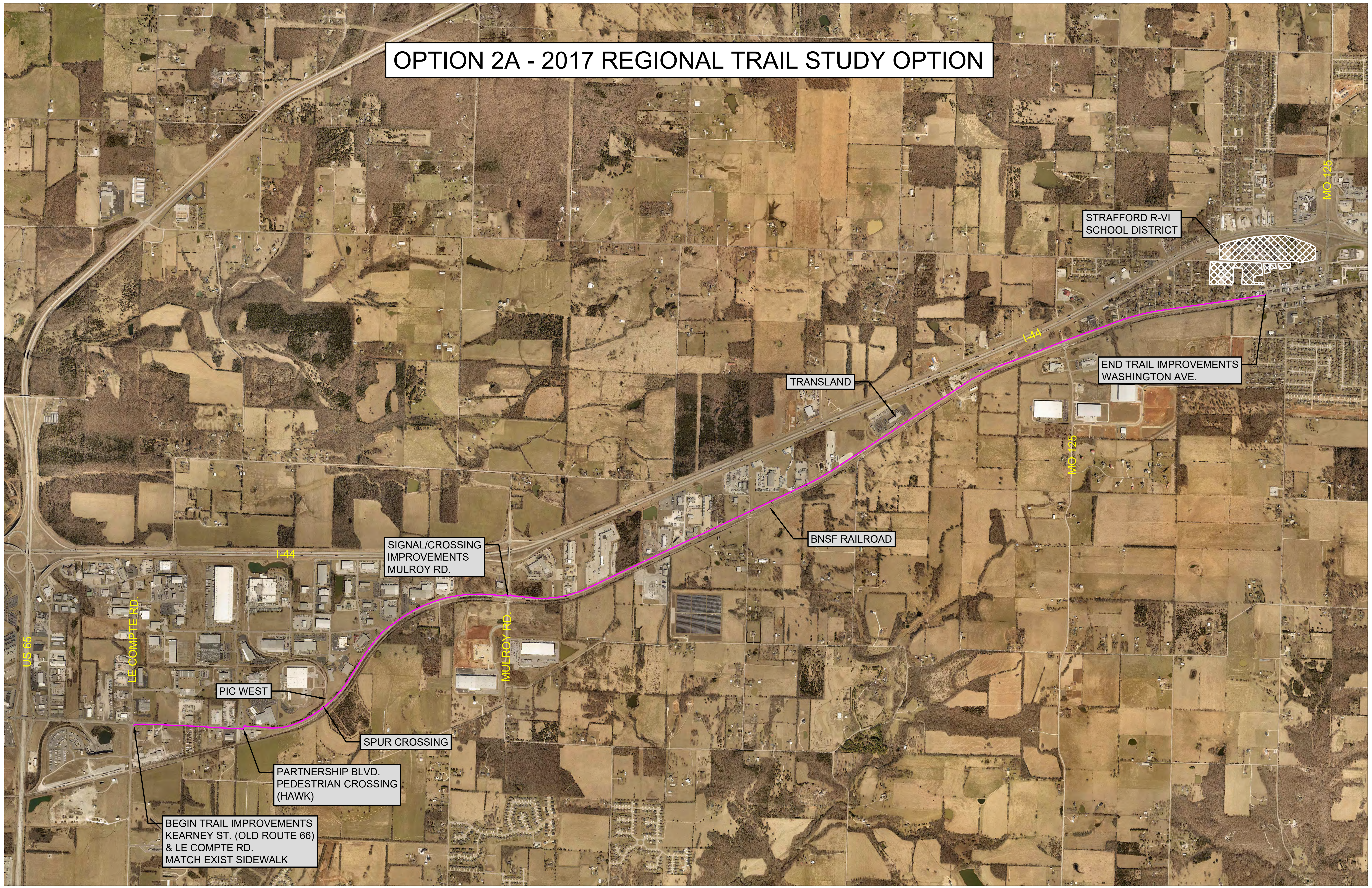
I-44

MO-125

MO-125

US 66

OPTION 2A - 2017 REGIONAL TRAIL STUDY OPTION



STRAFFORD R-VI
SCHOOL DISTRICT

END TRAIL IMPROVEMENTS
WASHINGTON AVE.

TRANSLAND

BNSF RAILROAD

SIGNAL/CROSSING
IMPROVEMENTS
MULROY RD.

MULROY RD

SPUR CROSSING

PARTNERSHIP BLVD.
PEDESTRIAN CROSSING
(HAWK)

PIC WEST

BEGIN TRAIL IMPROVEMENTS
KEARNEY ST. (OLD ROUTE 66)
& LE COMPTE RD.
MATCH EXIST SIDEWALK

LE COMPTE RD

I-44

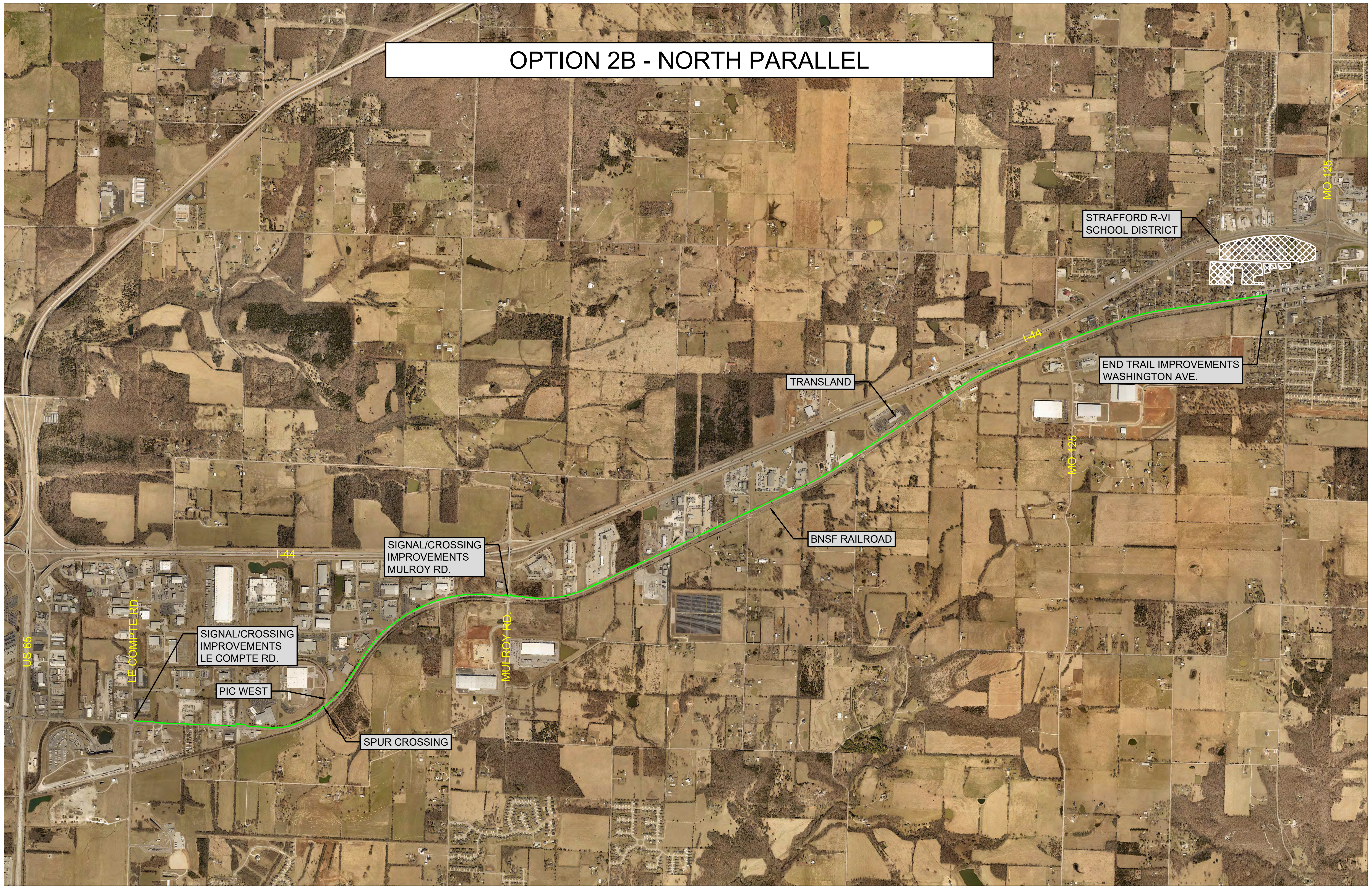
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MO-125

MO-125

US 66

OPTION 2B - NORTH PARALLEL



STRAFFORD R-VI
SCHOOL DISTRICT

END TRAIL IMPROVEMENTS
WASHINGTON AVE.

TRANSLAND

BNSF RAILROAD

SIGNAL/CROSSING
IMPROVEMENTS
MULROY RD.

SIGNAL/CROSSING
IMPROVEMENTS
LE COMPTE RD.

PIC WEST

SPUR CROSSING

MULROY RD

LE COMPTE RD

I-44

I-44

MO-125

MO-125

US 65

OPTION 3A - PINE ST.

STRAFFORD R-VI
SCHOOL DISTRICT

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

WESTBOUND I-44
EASTBOUND I-44

McCABE ST.

WASHINGTON AVE.

MADISON AVE.

JEFFERSON AVE.

FOLLOWS WEST SIDE
OF WASHINGTON AVE.

END IMPROVEMENTS
PINE ST. & MO 125

EXISTING 10' SIDEWALK
NORTH OF PINE ST.

OLD ROUTE 66

BNSF RAILROAD

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

OLD ORCHARD DR.



OPTION 3B - WASHINGTON AVE.

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

FOLLOWS WEST SIDE
OF OLD ORCHARD DR.

FOLLOWS NORTH SIDE
OF McCABE ST.

FOLLOWS EAST SIDE
OF WASHINGTON AVE.

STRAFFORD R-VI
SCHOOL DISTRICT

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

END IMPROVEMENTS
PINE ST. & MO 125

EXISTING 10' SIDEWALK
NORTH OF PINE ST.

WESTBOUND I-44
EASTBOUND I-44

McCABE ST.

OLD ORCHARD DR.

OLD ROUTE 66

BNSF RAILROAD

WASHINGTON AVE.

MADISON AVE.

JEFFERSON AVE.

PINE ST.

MO 125

PINECREST AVE.

REDWOOD DR.

BLACK OAK
MAPLE TREE LN.



OPTION 3C - MADISON AVE.

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

BNSF RAILROAD

OLD ROUTE 66

OLD ORCHARD DR.

McCABE ST.

WESTBOUND I-44
EASTBOUND I-44

STRAFFORD R-VI
SCHOOL DISTRICT

FOLLOWS NORTH SIDE
OF McCABE ST.

FOLLOWS WEST SIDE
OF OLD ORCHARD DR.

WASHINGTON AVE.

MADISON AVE.

JEFFERSON AVE.

FOLLOWS WEST SIDE
OF MADISON AVE.

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

MO 125

EXISTING 10' SIDEWALK
NORTH OF PINE ST.

END IMPROVEMENTS
PINE ST. & MO 125



OPTION 3D - PINECREST TO CHESTNUT

SEE ALIGNMENT 2A
FOR TRAIL TOWARDS
SPRINGFIELD

FOLLOWS WEST SIDE
OF PINECREST AVE.

BLACK OAK
MAPLE TREE LN.

PINECREST AVE.

REDWOOD DR.

OLD ORCHARD DR.

BNSF RAILROAD

OLD ROUTE 66

MCCABE ST.

FOLLOWS NORTH SIDE
OF MCCABE ST.

WASHINGTON AVE.

MADISON AVE.

PINE ST.

JEFFERSON AVE.

END IMPROVEMENTS
CHESTNUT ST. & MO 125

STRAFFORD R-VI
SCHOOL DISTRICT

I-44/MO 125 INTERCHANGE
IMPROVEMENTS (MoDOT J8S3238)

MO 125

WESTBOUND I-44
EASTBOUND I-44



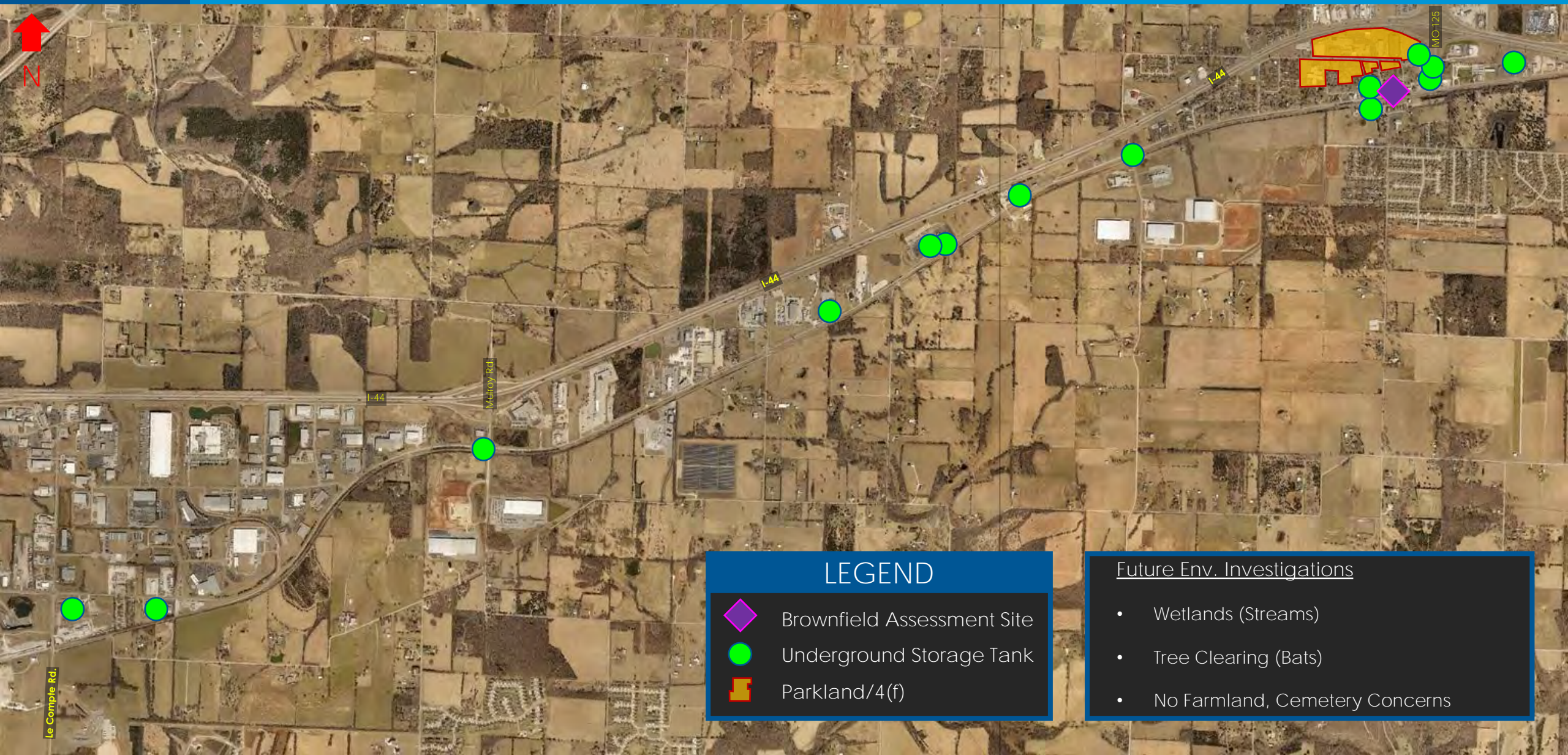
**APPENDIX B – RECOMMENDED
ALTERNATIVE (OPTION 2B)
PROGRAM COST**

Route 66/Strafford Trail				
Conceptual Design Alternatives				
4/27/2023				
Item	Unit	Unit Price	NORTH PARALLEL	
			QTY	Total Cost
Removal of Improvements	LS	\$ 100,000.00	2.2	\$ 220,000.00
Excavation	CY	\$ 15.00	15000	\$ 225,000.00
Embankment	CY	\$ 20.00	8500	\$ 170,000.00
4" Concrete Multi-Use Trail	SY	\$ 60.00	31559	\$ 1,893,540.00
4" Agg. Base	SY	\$ 10.00	46107	\$ 461,070.00
8" Paved Approach	SY	\$ 120.00	8370	\$ 1,004,400.00
Concrete Curb & Gutter	LF	\$ 45.00	6000	\$ 270,000.00
Detectable Warning	SF	\$ 30.00	1210	\$ 36,300.00
Bollard	EA	\$ 1,000.00	23	\$ 23,000.00
Erosion Control	LS	\$ 150,000.00	1	\$ 150,000.00
Traffic Control	LS	\$ 10,000.00	2.5	\$ 25,000.00
Signals	LS	\$ 150,000.00	1	\$ 150,000.00
Signing	LS	\$ 10,000.00	4.5	\$ 45,000.00
Pavement Markings	LS	\$ 10,000.00	3	\$ 30,000.00
Drainage	LS	\$ 1,000,000.00	1.3	\$ 1,300,000.00
8 In. Pin-On Median	SY	\$ 50.00	178	\$ 8,900.00
Subtotal			\$	6,012,210.00
Mobilization (8%)			\$	480,976.80
Contingency (10%)			\$	649,318.68
TOTAL CONSTRUCTION COST			\$	7,142,505.48




CONSTRUCTION COST	\$ 7,142,505.48
PRELIMINARY ENGINEERING (12%)	\$ 857,100.66
CONSTRUCTION ENGINEERING (10%)	\$ 714,250.55
RIGHT-OF-WAY	\$ 194,000.00
RIGHT-OF-WAY INCEDENTALS	\$ 370,000.00
UTILITY RELOCATION COST	\$ 265,000.00
TOTAL PROGRAM COST	\$ 9,542,856.69

APPENDIX C – ENVIRONMENTAL MAPPING EXHIBIT

Environmental Constraints



LEGEND

-  Brownfield Assessment Site
-  Underground Storage Tank
-  Parkland/4(f)

Future Env. Investigations

- Wetlands (Streams)
- Tree Clearing (Bats)
- No Farmland, Cemetery Concerns

**APPENDIX D – TRAIL
ALTERNATIVE 2A
CONSTRUCTION COST**

Route 66/Strafford Trail				
Conceptual Design Alternatives				
4/27/2023				
<u>Item</u>	<u>Unit</u>	<u>Unit Price</u>	2017 REGIONAL TRAIL STUDY	
			<u>QTY</u>	<u>Total Cost</u>
Removal of Improvements	LS	\$ 100,000.00	2.2	\$ 220,000.00
Class 1 Linear Grading	STA	\$ 1,300.00	347.02	\$ 451,126.00
4" Concrete Multi-Use Trail	SY	\$ 60.00	32000	\$ 1,920,000.00
4" Agg. Base	SY	\$ 12.50	46400	\$ 580,000.00
8" Paved Approach	SY	\$ 120.00	8800	\$ 1,056,000.00
Concrete Curb & Gutter	LF	\$ 45.00	5500	\$ 247,500.00
Detectable Warning	SF	\$ 30.00	1250	\$ 37,500.00
Bollard	EA	\$ 1,000.00	23	\$ 23,000.00
Erosion Control	LS	\$ 150,000.00	1	\$ 150,000.00
Traffic Control	LS	\$ 10,000.00	1	\$ 10,000.00
Signals	LS	\$ 200,000.00	1	\$ 200,000.00
Signing	LS	\$ 45,000.00	1	\$ 45,000.00
Drainage	LS	\$ 1,000,000.00	1.3	\$ 1,300,000.00
Pavement Markings	LS	\$ 30,000.00	1	\$ 30,000.00
8 In. Pin-On Median	SY	\$ 50.00	100	\$ 5,000.00
Subtotal			\$	6,275,126.00
Mobilization (10%)			\$	627,512.60
Contingency (10%)			\$	690,263.86
TOTAL CONSTRUCTION COST			\$	7,592,902.46

**APPENDIX E – RECOMMENDED
ALTERNATIVE (OPTION 2B)
PHASED COST**

Route 66/Strafford Trail								
Conceptual Design Alternatives								
4/27/2023								
Item	Unit	Unit Price	Phase 1 (Le Compte to Mulroy)		Phase 2 (Mulroy to TransLand)		Phase 3 (TransLand to Strafford)	
			QTY	Total Cost	QTY	Total Cost	QTY	Total Cost
Removal of Improvements	LS	\$ 100,000.00	1.2	\$ 120,000.00	0.5	\$ 50,000.00	0.5	\$ 50,000.00
Excavation	CY	\$ 15.00	7200	\$ 108,000.00	5700	\$ 85,500.00	2100	\$ 31,500.00
Embankment	CY	\$ 20.00	3800	\$ 76,000.00	2300	\$ 46,000.00	2400	\$ 48,000.00
4" Concrete Multi-Use Trail	SY	\$ 60.00	11304	\$ 678,240.00	12150	\$ 729,000.00	8105	\$ 486,300.00
4" Agg. Base	SY	\$ 10.00	14260	\$ 142,600.00	16662	\$ 166,620.00	15185	\$ 151,850.00
8" Paved Approach	SY	\$ 120.00	1850	\$ 222,000.00	3640	\$ 436,800.00	2880	\$ 345,600.00
Concrete Curb & Gutter	LF	\$ 45.00	1000	\$ 45,000.00	800	\$ 36,000.00	4200	\$ 189,000.00
Detectable Warning	SF	\$ 30.00	360	\$ 10,800.00	450	\$ 13,500.00	400	\$ 12,000.00
Bollard	EA	\$ 1,000.00	8	\$ 8,000.00	5	\$ 5,000.00	10	\$ 10,000.00
Erosion Control	LS	\$ 150,000.00	0.4	\$ 60,000.00	0.3	\$ 45,000.00	0.3	\$ 45,000.00
Traffic Control	LS	\$ 10,000.00	1.5	\$ 15,000.00	0.5	\$ 5,000.00	0.5	\$ 5,000.00
Signals	LS	\$ 150,000.00	1	\$ 150,000.00	0	\$ -	0	\$ -
Signing	LS	\$ 10,000.00	2	\$ 20,000.00	1	\$ 10,000.00	1.5	\$ 15,000.00
Pavement Markings	LS	\$ 10,000.00	1	\$ 10,000.00	0.5	\$ 5,000.00	1.5	\$ 15,000.00
Drainage	LS	\$ 1,000,000.00	0.2	\$ 200,000.00	0.5	\$ 500,000.00	0.6	\$ 600,000.00
8 In. Pin-On Median	SY	\$ 50.00	106	\$ 5,300.00	72	\$ 3,600.00	0	\$ -
Subtotal			\$	1,870,940.00	\$	2,137,020.00	\$	2,004,250.00
Mobilization (8%)			\$	149,675.20	\$	170,961.60	\$	160,340.00
Contingency (10%)			\$	202,061.52	\$	230,798.16	\$	216,459.00
TOTAL CONSTRUCTION COST			\$	2,222,676.72	\$	2,538,779.76	\$	2,381,049.00

CONSTRUCTION COST	\$	2,222,676.72	\$	2,538,779.76	\$	2,381,049.00
PRELIMINARY ENGINEERING (12%)	\$	266,721.21	\$	304,653.57	\$	285,725.88
CONSTRUCTION ENGINEERING (10%)	\$	222,267.67	\$	253,877.98	\$	238,104.90
RIGHT-OF-WAY	\$	80,000.00	\$	71,000.00	\$	43,000.00
RIGHT-OF-WAY INCIDENTALS	\$	80,000.00	\$	100,000.00	\$	190,000.00
UTILITY RELOCATION COST	\$	105,000.00	\$	90,000.00	\$	70,000.00
TOTAL PROGRAM COST	\$	2,976,665.60	\$	3,358,311.31	\$	3,207,879.78

**APPENDIX F – PUBLIC MEETING
ATTENDANCE SHEET & WRITTEN
COMMENTS**

Route 66 Trail Public Meeting

6/15/2023

4:00 – 6:00 pm

SIGN IN SHEET

[illegible]

Route 66 Trail Public Meeting

6/15/2023

4:00 – 6:00 pm

SIGN IN SHEET

[illegible]

Route 66 Trail Public Meeting

6/15/2023

4:00 – 6:00 pm

SIGN IN SHEET



NAME (PLEASE PRINT)	PHONE	EMAIL
Linda Harmening	417-766-8865	lovelybarn23@gmail.com
David Laura Berry	417-225-8010	laurafreeinchristberry@gmail.com
JAN + DARLENE HARMON	417-849-2680	JPHARMON6658@GMAIL.COM
Brentid'herrydlesley	(417) 343-0933	ncgarcia@aol.com
John John Berry	417-425-9924	
Gary Shahan	417-736-2154	gshahan@straflordma.net
Ashley French	417-988-6424	
ALICE NILE	417-343-2689	alice65757@yahoo.com
Becca Stampf	636-365-4111	beccagrace.langer@gmail.com
RICHARD W CLARK	417-350-7815	N/A
Michelle Fronick	417-343-8288	michelle.fronick@hotmail.com
C Chip Bremmer	417-844-294	chip@advancedauto-mo.com
Debbie Cordova	417-496-6842	debbie.class83@yahoo.com



Route 66 Trail Alignment Study

Have a comment about the study?

Name Theresa Houska



Email czarktroutchaser@gmail.com

If possible, please include a barrier (guardrail) between automobile traffic on Kearney and the bike trail. Thank you.



Route 66 Trail Alignment Study

Have a comment about the study?

Name Becca Stengel



Email becca.glace.langer@gmail.com

I like the idea of a trail in Strafford. I live here and often have to go to Springfield, Marshfield, or Fellows Lake to walk my dog/hike. I like the route going past the school; it would be more scenic. It would add to the accessibility of old Route 66 as well in a different way besides driving.





Route 66 Trail Alignment Study

Have a comment about the study?

Name GARY Kellogg

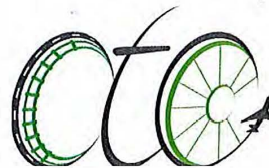


Email _____

Please put the trail on the south side of the highway (between road & RAIL). MODOT tried and failed to fix a drainage problem. Fix the problem and put the trail between the road & RAIL. I live on "00" and I really don't want this trail going through my front yard and within 50 ft of my front door!



"Gateway to Opportunity"





PUBLIC COMMENT



Area of concern: Route 66 Trail Alignment Study

City/County of concern: Strafford/Greene County

Date received: 06/15/2023

Received through: Website Comment Form

Contact Name: Sarah

Comment:

Hi! If this were to connect strafford to East Springfield....maybe....but, not to north Springfield. We are close enough to the Homeless situation there. We don't want a super highway foot trail to Strafford. Sarah Davis

OTO Response:

Good morning, Sarah!

Thank you for your comment. This information will be shared with the Route 66 Trail team, our Technical Planning Committee, and our Board of Directors.

Have a wonderful day!



PUBLIC COMMENT



Area of concern: Route 66 Trail Study

City/County of concern: Strafford/Greene County

Date received: 06/28/2023

Received through: Website Comment Form

Contact Name: Jesse

Comment:

I'm all for a trail connecting to the city, I am not however okay with it being proposed on the North side of Route 66, any trail needs to be on the souther side of the road. There are too many people homes and yards on the north side of the road and it isn't fair to any of those homeowners. There is plenty of room on the south side of the road.

OTO Response:

Good morning, Jesse!

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the project team as well as our Technical Planning Committee and Board of Directors.

Hope you have a wonderful day!



PUBLIC COMMENT



Area of concern: Route 66 Trail Study

City/County of concern: Strafford/Greene County

Date received: 07/02/2023

Received through: Website Comment Form

Contact Name: Katty

Comment:

I live on route 66. I'm concerned about bikers having convenient access to the private mailboxes of residents along Route 66. In addition, bikers would need to navigate safely across dozens & dozens of driveways. Residents are not accustomed to checking for cyclists when pulling out or backing out onto the road. The South side of Route 66 seems a far more reasonable choice and would be far less likely to intrude on anyone's privacy or compromise their safety or security.

OTO Response:

Good morning, Katty,

Thank you for your comment. Public input is vital to the planning process. This information will be shared with the project team as well as our Technical Planning Committee and Board of Directors.

Hope you have a wonderful day!

TAB 3

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.B.

2024 Legislative Priorities

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

AGENDA DESCRIPTION:

Annually, the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. It proves to be very valuable and is well received.

Included for member review and input is a draft list of priorities for 2024.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to adopt the 2024 Legislative Priorities.”

OR

“Move to adopt the 2024 Legislative Priorities with the following changes...”

OTO 2024 Federal Legislative Priorities

- Investment in the I-44 Corridor to improve freight movement, enhance safety and improve congestion.
- Additional transportation infrastructure funding to support the OTO Priorities which include safety and congestion relieving projects, as well as bicycle and pedestrian infrastructure to support the continued development of a healthy region.
- Continue to streamline the environmental review processes including one federal decision and reductions in authorization decision timelines to extend to Environmental Assessments as well as Environmental Impact Statements.
- Direct funding allocations to metropolitan planning organizations, regional, and local governments with less federal oversight and streamlined regulations.
- Discretionary funding should be distributed through an equitable formula to metropolitan areas.
- Clarify federal regulations to ensure funds suballocated to MPOs are available for obligation for four federal fiscal years as outlined in 23 USC 118.b.
- Reduction in match requirements to 10 percent for metropolitan planning funds.

OTO 2023 State Legislative Priorities

- Investment in the I-44 Corridor to improve freight movement, enhance safety and improve congestion.
- State funds for additional partnership opportunities between MoDOT, local governments and the private sector.
- Increased funding for multimodal transportation to include rail, aviation, transit, sidewalk, and trail funding.

MoDOT Priorities

- Project tracking of federally funded local public agency projects administered by MoDOT to provide a transparent process and aid in the expediting and expenditure of federal funds.
- Allocation of state funds to match federal funds for planning, vehicle purchases and projects on state owned facilities.
- Missouri should make continue to make federal urban area suballocated funding available for obligation for four federal fiscal years as outlined in federal law 23 USC 118.b.

TAB 4

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.C.

Administrative Modification 7 to the FY 2023-2026 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is 1 item included as part of Administrative Modification 7 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. Chadwick Flyer Phase II (EN2204-23AM7)

Changes were made to reflect the replacement of CRRSAA funding with STBG-U funding, the necessary increased match, moving construction from FY 2023 to FY 2024, and a slight increase for an updated cost estimate. The revised total programmed amount is \$928,560.

Basis for Administrative Modification

- *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
- *Minor changes to funding sources between federal funding categories or between state and local sources*
- *Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project (if no other funding, scoping, or termini changes occurring)*
- *Changes in a project's programmed amount less than 25% (up to \$2,000,000)*

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

29 June 2023

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Seven to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on June 29, 2023. 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
Transportation Planning Manager

Enclosure



Project Overview

1 Projects Listed

EN2204-23AM7 - CHADWICK FLYER PHASE II

Plan Revision
23AM7

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$928,560

MoDoT ID
-

Federal ID
9901837

Project From
-

Project To
-

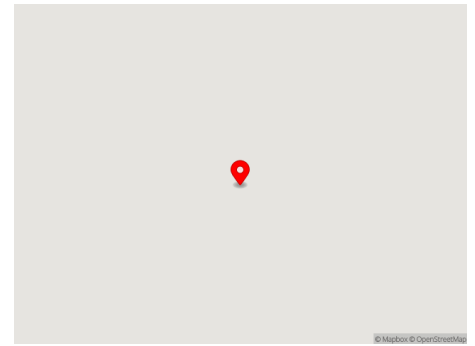
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Construction of Chadwick Flyer west of US 65 in Ozark.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$58,716	-	-	-	-	\$58,716
Engineering	Local	-	\$14,679	-	-	-	-	\$14,679
Total Engineering		-	\$73,395	-	-	-	-	\$73,395
Construction	Local	-	-	\$171,033	-	-	-	\$171,033
Construction	STBG-U (FHWA)	-	-	\$684,132	-	-	-	\$684,132
Total Construction		-	-	\$855,165	-	-	-	\$855,165
Total Programmed		-	\$73,395	\$855,165	-	-	-	\$928,560

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Minor changes to funding sources between federal funding categories or between state and local sources - Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project (if no other funding, scoping, or termini changes occurring) - Changes in a project's programmed amount less than 25% (up to \$2,000,000)
PROJECT CHANGES	ID changed from "EN2204-22AM1" to "EN2204-23AM7" Plan Revision Name changed from "23Adopted" to "23AM7"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$16,000 to \$14,679 - Decrease funds in FY 2023 in CON from \$29,250 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$171,033 <p>CRRSAA (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$573,750 to \$0 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$64,000 to \$58,716 - Decrease funds in FY 2023 in CON from \$117,000 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$684,132
FEDERAL PROJECT COST	Decreased from \$754,750 to \$742,848 (-1.58%)
TOTAL PROJECT COST	Increased from \$800,000 to \$928,560 (16.07%)



REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,471,208	\$1,534,360	\$1,551,388	\$1,568,998	\$1,587,191	\$7,713,145
Suballocated CRP	\$867,833	\$905,124	\$923,226	\$941,691	\$960,525	\$4,598,399
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$631,217	\$435,799	\$444,515	\$453,405	\$462,473	\$2,427,410
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$37,792,629	\$151,073,001	\$106,453,151	\$124,024,758	\$98,774,950	\$518,118,488

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,447,430)	(\$11,664,642)	(\$1,162,170)	(\$1,077,005)	(\$30,351,247)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,483,699	\$54,217,253	\$64,669,752	\$64,704,195	\$233,074,899

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	\$10,034,000	\$10,234,000	\$10,438,000	\$10,647,000	\$41,353,000
Total System Maintenance	\$1,144,000	\$1,166,900	\$1,190,000	\$1,214,000	\$4,714,900
Total Programmed O&M	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$35,122,392)
Additional O&M Costs	\$2,397,402	\$2,620,302	\$2,847,402	\$3,080,402	\$10,945,508

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$440,000	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,110,480	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$45,741,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$15,210,119	\$11,651,882	\$4,596,679	\$268,018
TAP (FHWA)	\$1,915,085	\$1,497,874	\$374,000	\$0
Federal Subtotal	\$99,787,800	\$42,591,228	\$55,530,679	\$22,929,218
STATE				
MoDOT	\$20,537,221	\$13,096,848	\$15,013,701	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$48,049,540	\$47,462,597	\$51,403,839	\$19,989,454
LOCAL/OTHER				
Local	\$16,447,430	\$11,664,642	\$1,162,170	\$1,077,005
Other	\$9,263,560	\$1,223,450	\$0	\$0
Local/Other Subtotal	\$25,710,990	\$12,888,092	\$1,162,170	\$1,077,005
Total	\$173,548,330	\$102,941,917	\$108,096,688	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,692,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,469,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$25,710,990	\$12,888,092	\$1,162,170	\$1,077,005	\$40,838,257
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$154,690,538	\$96,378,714	\$110,219,941	\$86,110,104	\$483,711,401
Carryover		\$36,312,104	\$17,454,312	\$10,891,108	\$13,014,362	--
Programmed State and Federal Funding		(\$173,548,330)	(\$102,941,917)	(\$108,096,688)	(\$43,995,677)	(\$428,582,612)
TOTAL REMAINING	\$36,312,104	\$17,454,312	\$10,891,108	\$13,014,362	\$55,128,789	\$55,128,789

TAB 5

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.D.

Amendment Number One to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are three items included as part of Amendment Number One to the FY 2024-2027 Transportation Improvement Program.

1. ***New*** Weaver Road Improvements (BA2402-24A1)
The City of Battlefield will work with MoDOT to study the Weaver Corridor along with MoDOT's engineering of the Weaver and Route FF intersection. This project includes the City of Battlefield portion only for a total programmed amount of \$100,000.
2. ***Revised*** Grand Street Trail (SP2314-24A1)
The City of Springfield has requested to study all of the Grand corridor from Kansas Expressway to National Avenue before constructing the trail that was submitted and awarded through the expression of interest process. The scope was lengthened, and the overall project cost reduced for a total programmed amount of \$300,000.
3. ***New*** Evergreen Road Improvements (ST2402-24A1)
MoDOT is requesting to add funding for scoping of the Evergreen Corridor east of Route 125 in Strafford for a total programmed amount of \$40,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on August 16, 2023, the Technical Planning Committee recommended the Board of Directors approve Amendment 1 to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to approve Amendment 1 to the FY 2024-2027 Transportation Improvement Program."

OR

"Move to approve Amendment 1 to the FY 2024-2027 Transportation Improvement Program, with these changes..."

Project Overview

3 Projects Listed

BA2402-24A1 - WEAVER ROAD IMPROVEMENTS

Plan Revision 24A1	Section Sponsored by MoDOT	Project Type Scoping	Lead Agency MoDOT
County Greene County	Municipality Battlefield	Status Programmed	Total Cost \$100,000
MoDoT ID SU0210	Federal ID -	Project From Rte. FF	Project To Cloverdale Lane

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

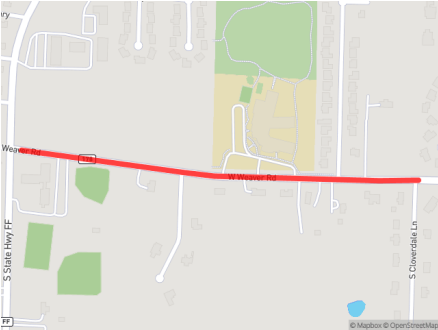
Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$20,000	-	-	-	-	\$20,000
Engineering	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total Engineering		-	\$100,000	-	-	-	-	\$100,000
Total Programmed		-	\$100,000	-	-	-	-	\$100,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$80,000
TOTAL PROJECT COST	Stays the same \$100,000



SP2314-24A1 - GRAND STREET TRAIL

Plan Revision
24A1

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$300,000

MoDoT ID
-

Federal ID
-

Project From
Kansas Expressway

Project To
National Avenue

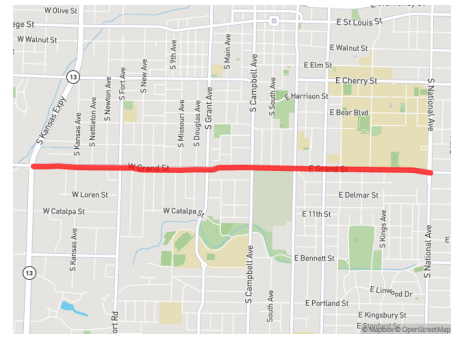
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue.

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$240,000	-	-	-	-	\$240,000
Engineering	Local	-	\$60,000	-	-	-	-	\$60,000
Total Engineering		-	\$300,000	-	-	-	-	\$300,000
Total Programmed		-	\$300,000	-	-	-	-	\$300,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion) - Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000) - Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile
PROJECT CHANGES	<p>Description changed from "Construction of 10-foot wide trail along Grand Street between Kansas Expressway and Grant." to "Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue."</p> <p>ID changed from "SP2314-23A3" to "SP2314-24A1"</p> <p>Plan Revision Name changed from "24BOD Approved Draft" to "24A1"</p>
FUNDING CHANGES	<p>CRP (FHWA)</p> <p>+ Increase funds in FY 2024 in ENG from \$46,000 to \$240,000</p> <p>- Decrease funds in FY 2024 in CON from \$394,000 to \$0</p> <p>Local</p> <p>+ Increase funds in FY 2024 in ENG from \$11,500 to \$60,000</p> <p>- Decrease funds in FY 2024 in CON from \$98,500 to \$0</p>
FEDERAL PROJECT COST	Decreased from \$440,000 to \$240,000 (-45.45%)
TOTAL PROJECT COST	Decreased from \$550,000 to \$300,000 (-45.45%)



ST2402-24A1 - EVERGREEN ROAD IMPROVEMENTS

Plan Revision 24A1	Section Sponsored by MoDOT	Project Type Scoping	Lead Agency MoDOT
County Greene County	Municipality Strafford	Status Programmed	Total Cost \$40,000
MoDOT ID SU0160	Federal ID -	Project From Rte. 125	Project To 1.1 miles east of Rte. 125

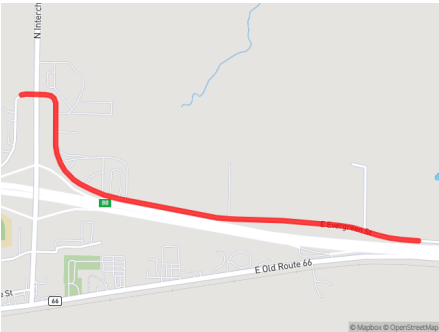
Project Considerations
Environmental Justice Area

Project Description
Scoping for improvement to Evergreen Road from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	-	\$20,000	\$20,000	-	-	-	\$40,000
Total Engineering		-	\$20,000	\$20,000	-	-	-	\$40,000
Total Programmed		-	\$20,000	\$20,000	-	-	-	\$40,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$40,000



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		\$80,371,088	\$125,885,699	\$64,545,322	\$66,317,065	\$337,119,174
Suballocated STBG-U	\$16,638,414	\$7,568,166	\$7,719,529	\$7,873,920	\$8,031,398	\$47,831,427
Suballocated TAP	\$3,134,365	\$1,551,388	\$1,568,998	\$1,587,191	\$1,618,935	\$9,460,877
Suballocated CRP	\$1,772,594	\$904,761	\$904,761	\$904,761	\$904,761	\$5,391,638
Aviation - FAA	\$0	\$7,866,000	\$22,262,580	\$9,693,000	\$3,402,000	\$43,223,580
FTA 5307	\$4,605,375	\$3,541,107	\$3,611,929	\$3,684,168	\$3,757,851	\$19,200,430
FTA 5310	\$863,053	\$444,515	\$453,405	\$462,473	\$471,723	\$2,695,170
FTA 5339	\$845,868	\$283,357	\$289,024	\$294,805	\$300,701	\$2,013,754
Transit MO HealthNet Contract	\$0	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000
Transit State Operating Funding	\$0	\$263,282	\$40,200	\$40,200	\$40,200	\$383,882
CU Transit Utility Ratepayers	\$5,461,692	\$7,169,545	\$7,227,017	\$7,089,367	\$6,911,255	\$33,858,876
CU Transit Farebox, Ads, Rent	\$0	\$886,964	\$886,964	\$886,964	\$886,964	\$3,547,856
Human Service Agencies	\$118,670	\$61,121	\$62,343	\$63,590	\$64,862	\$370,586
TOTAL	\$33,440,031	\$110,966,295	\$170,967,449	\$97,180,761	\$92,762,715	\$505,317,251

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,451,993)	(\$3,199,946)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,905,179	\$77,248,450	\$79,347,078	\$80,446,945	\$298,947,652

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	\$5,271,692	\$7,710,791	\$7,710,791	\$7,710,791	\$7,710,791	\$36,114,856
System Maintenance Local	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Local Programmed O&M	--	(\$13,362,483)	(\$7,900,791)	(\$7,900,791)	(\$7,900,791)	(\$37,064,856)
Carryover	\$5,461,692	\$5,461,692	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,192,476	\$1,780,849	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$27,245,300	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$85,590,048	\$73,217,355	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$16,492,551	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,509,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$40,506,439	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,451,993	\$3,199,946	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355
Total	\$148,935,490	\$126,462,451	\$66,526,346	\$67,264,839

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355	\$27,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,793,495	\$144,986,632	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$10,644,092	\$29,168,273	\$44,608,448	--
Programmed State and Federal Funding		(\$148,935,490)	(\$126,462,451)	(\$66,526,346)	(\$67,264,839)	(\$409,189,126)
TOTAL REMAINING	\$40,786,088	\$10,644,092	\$29,168,273	\$44,608,448	\$60,424,188	\$60,424,188

TAB 6

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.E.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION:

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

§ 450.334 Annual listing of obligated projects.

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

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

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

The Ozarks Transportation Organization Program Year 2023 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Program Year 2023 includes the time period from July 1, 2022 to June 30, 2023.

Please note that this is required to be published by September 28, 2023.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on August 16, 2023, the Technical Planning Committee recommended the Board of Directors accept the Annual Listing of Obligated Projects.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to accept the Annual Listing of Obligated Projects.”

OR

“Move to accept the Annual Listing of Obligated Projects with the following corrections...”

FY 2023 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Introduction

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

Annual Listing of Obligated Projects (ALOP)

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

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

TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Destination 2045*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

Ozarks Transportation Organization (OTO)

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

The Report

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

PROJECT NO

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

JOB NO

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

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the agency responsible for implementing the project.

TIP NUMBER

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

TIP YEARS

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

PROGRAMMED YEAR

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

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to program year 2023.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after program year 2023.

PROGRAM CODE

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

TRANSACTION DATE

This is the date that funding was obligated during the 2023 program year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2023 program year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2023, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2023 program year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

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

FY 2023 Annual Listing of Obligated Projects (July 1, 2022 - June 30, 2023)

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S615	N/A	RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #669 819E ON FARM RD 97 NEAR ELWOOD IN GREENE COUNTY, MO	GREENE	MoDOT	N/A	N/A	N/A	N/A	N/A	MS40	3/06/2023 8/04/2022	(1,580.24) 6,480.00	0.00	PROJECT CLOSED 3/6/23
00FY822	N/A	OTO OBLIGATION FOR THE 2022 ANNUAL CPG AGREEMENT	CHRISTIAN/ GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, & SEE FY 2022 UPWP	2021	\$220,500.00	N/A	Z350 18MP M450 Z450 20MP	3/06/2023 5/12/2023 5/12/2023 5/12/2023 5/12/2023	(1,541.55) (1,825.51) (16,487.30) (14,680.00) (92,965.95)	111,265.20 225,772.25 303,519.00 156,800.00 373,795.16	PROJECT CLOSED 5/12/23
00FY823	N/A	2023 ANNUAL CPG AGREEMENT FOR OZARK TRANSPORTATION ORGANIZATION.	CHRISTIAN/ GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025 & SEE FY 2023 UPWP	2022	\$231,525.00	N/A	Z230 Y410 Y450 Z230 Z45E	11/10/2022 11/10/2022 11/10/2022 -- --	0.00 0.00 36,378.00 0.00 0.00	215,123.25 0.00 29,082.00 0.00 180,743.00	N/A
00FY824	N/A	2024 ANNUAL CPG AGREEMENT FOR OZARK TRANSPORTATION ORGANIZATION.	GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025, 2023-2026 & SEE FY 2024 UPWP	2023	\$243,101.00	N/A	Y410 Y450 Z230	6/23/2023 6/23/2023 6/23/2023	12,085.50 1,023,271.00 243,101.00	0.00 0.00 0.00	0.00
0132076	J8P2390	MO 13, GREENE CO. SIGNAL IMPROVEMENTS ON KANSAS EXP. AT SUNSET ST AND WALNUT LAWN ST. 0.20 MI.	GREENE	MODOT	SP1401 SP1816 (SUNSET) SP1817 (WALNUT LAWN)	2018-2021 A2, 2019-2022, 2020-2023 A6	2013, 2014, 2015, 2016, 2017, 2018, 2019	REMOVED FROM TIP 20A6 SEE 0132093	REMOVED FROM TIP 20A6 SEE 0132093	M001	--	0.00	318.57	PROJECT CLOSED 1/6/23
0132089	J8P3118	MO 13, GREENE CO. PAVEMENT RESURFACING FROM RT WW IN GREENE CO TO .1 MI NORTH OF NORTON RD IN SPRINGFIELD	GREENE	MODOT	GR1903	2019-2022, 2020-2023	2019, 2020, 2021	\$1,896,000.00	\$0.00	Y001 Z001	1/09/2023 --	94,314.97 0.00	0.00 929,990.13	PROJECT CLOSED 2/24/23
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$2,347,200.00	\$0.00	RN94 Z001	2/08/2023 6/29/2023	3,839.99 (21,354.09)	0.00 69,047.24	2,295,666.86
0132092	J8P3087F	MO 13 S, GREENE CO, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT WALNUT LAWN ST IN SPRINGFIELD.	GREENE	MODOT	SP1817	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$2,706,800.00	\$0.00	Y001 Y230 Z001 Z001 Z230 Z23E Z972	6/01/2023 6/01/2023 -- -- -- -- 6/01/2023	1,054,017.43 731,915.71 0.00 0.00 0.00 0.00 573,750.00	0.00 0.00 280,800.00 148,800.00 134,930.67 13,869.33 0.00	0.00
0132097	JSU0079	MO 13 S, GREENE, INTERCHANGE IMPROVEMENTS AT I-44 IN SPRINGFIELD.	GREENE	MODOT	SP2301	2023-2026, 2024-2027	2023, 2024, 2025, 2026, 2027	\$400,000.00	\$30,113,600.00	Y001	5/05/2023 4/13/2023 11/16/2022	1,041,558.39 181,972.09 1,484,000.00	0.00	27,806,069.52
0141026	J8P3093	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES AND DRAINAGE FROM WESTMINSTER DR TO ESTES ST AND ADD FIBER OPTIC CONNECTION FROM RT M (NICHOLAS RD) TO RD	CHRISTIAN	MODOT	NX1702	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$6,544,000.00	\$0.00	M2E1 Z230 Z001 Z231	-- 2/03/2023 -- --	0.00 59,365.51 0.00 0.00	48,000.00	PROJECT CLOSED 4/25/23
0141030	J8P3088C	MO 14, CHRISTIAN CO, INTERSECTION IMPROVEMENTS ON SOUTH ST @ RTE 14 (THIRD ST) IN OZARK	CHRISTIAN	MODOT	OK1801	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$3,435,200.00	\$0.00	M23E Z240	-- --	0.00 0.00	1,525,146.69 1,495,277.65	PROJECT CLOSED 5/19/23
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Y001 Z001 Z230	12/22/2022 -- --	209,436.93 0.00 0.00	0.00 3,343,788.58 130,000.00	0.00
0141033	J8P3115	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM TIFFANY BLVD NEAR NIXA TO 32NS RD IN OZARK, FROM MCCracken RD TO HARTLEY ST IN OZARK, & FROM 6TH AVE TO RT W IN OZARK	CHRISTIAN	MODOT	NX1901	2019-2022, 2020-2023	2019, 2020	\$458,400.00	\$0.00	Z001	2/16/2023 --	(28,079.88) 0.00	0.00 442,410.16	PROJECT CLOSED 2/16/23
0442305	J8I3044	IS 44, GREENE CO, SCOPING FOR ROADWAY IMPROVEMENTS FROM RT 360 N OF REPUBLIC TO RT 125 IN STRAFFORD.	GREENE	MODOT	SP1419	2017-2020, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	\$425,000.00	\$360,000.00	Y001 Z001 Z0E1	5/05/2023 12/07/2022 --	(19,561.78) 31,587.12 0.00	0.00 0.00 529,685.30	0.00
0442335	J8I3225	IS 44, GREENE CO, PAVEMENT RESURFACING .6 MI W OF RT 266(CHESTNUT EXPRESS) TO RT H(GLENSTONE AVE) IN SPRINGFIELD AND RT 65 SPRINGFIELD .5 MI E OF RT 125 IN STRAFFORD.	GREENE	MODOT	GR2201	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024, 2025	\$110,700.00	\$9,868,000.00	Y001 Z0E1	5/05/2023 --	48,276.05 0.00	0.00 96,300.00	9,834,123.95
0442337	J8I3044C	IS 44 W, GREENE, ADD LANES FROM RTE. H (GLENSTONE AVENUE) TO RTE. 65 IN SPRINGFIELD.	GREENE	MODOT	SP2203	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024, 2025	\$413,200.00	\$14,394,800.00	Y001 Z0E1	5/05/2023 --	415,529.17 0.00	0.00 520,200.00	13,872,270.83
0442346	JSU0146	IS 44 W, GREENE, REBUILD PAVEMENT ON THE WESTBOUND LANES FROM 2.1 MILES EAST OF RTE. 125 TO 0.7 MILE EAST OF RTE. 125 NEAR STRAFFORD.	GREENE	MODOT	GR2302	2023-2026 A4, 2024-2027	2023, 2024	\$11,200.00	\$3,654,400.00	Y001	11/16/2022	144,000.00	0.00	3,521,600.00
0442349	JSU0013	IS 44 W, GREENE, PAVEMENT RESURFACING FROM 0.5 MILE EAST OF RTE. 125 IN STRAFFORD TO THE WEBSTER COUNTY LINE.	GREENE	MODOT	ST2301	2023-2026, 2024-2027	2026, 2024, 2025	\$1,800.00	\$405,400.00	Y001	5/05/2023	10,800.00	0.00	396,400.00

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0442350	JSU0114	IS 44 E, GREENE, SOUND ABATEMENT AT VARIOUS LOCATIONS FROM RTE. 13 (KANSAS EXPRESSWAY) TO RTE. 65 IN SPRINGFIELD	GREENE	MODOT	SP2303	2023-2026, 2024-2027	2023 (AC), 2024, 2025, 2026	\$120,000.00	\$3,751,200.00	Y001	5/05/2023	442,130.18	0.00	3,429,069.82
0602093	J8P0683E	US 60, GREENE CO, ADD INTERCHANGE AT RTE 125 IN ROGERSVILLE	GREENE	MODOT	RG0901	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025 A3, 2023-2026	2015, 2016, 2017, 2018, 2019, 2021, 2022, 2023	\$22,484,194.00	\$0.00	Y240	3/14/2023	110,587.34	0.00	879,729.68
										9/20/2022	600,108.08	0.00		
										6/16/2023	382,934.70	0.00		
										3/14/2023	14,962,648.91	0.00		
Y531	3/14/2023	4,008,000.00	0.00											
Y001	3/14/2023	3,934.30	572,839.35											
Z0E1	3/14/2023	1,011.64	362,400.00											
0602099	J8P3113	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM RT 174 IN REPUBLIC TO RT 413	GREENE	MODOT	RP1802	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$1,258,400.00	\$0.00	Y001	1/09/2023	3,822.88	0.00	PROJECT CLOSED 3/21/23
										Z001	--	0.00	1,071,103.22	
										Z530	1/09/2023	(4,080.73)	39,733.86	
0602100	J8P3127	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .3 MI WEST OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	RP1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2020 (AC)	\$695,200.00	\$0.00	Z001	1/09/2023	(9,579.66)	625,628.84	PROJECT CLOSED 1/9/23
0602106	J8P3129	US 60, GREENE CO, UPGRADE PED FACILITY TO COMPLY WITH ADA TRANSITION PLAN AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC AND VARIOUS LOCATIONS ON SUNSHINE ST FROM SCENIC AVE TO KANSAS EXPY IN SPRINGFIELD	GREENE	MODOT	EN1801	2018-2021, 2019-2022, 2020-2023 AM8	2018, 2019, 2020, 2021	\$1,078,400.00	\$0.00	Z001	1/20/2023	(31,242.83)	164,590.40	PROJECT CLOSED 1/20/23
										Z0E1	1/20/2023	(43,210.72)	347,576.49	
										Z24E	--	0.00	577,000.00	
0602110	J8P3122B	US 60 E, GREENE, PAVEMENT RESURFACING FROM HIGHLAND SPRINGS BOULEVARD EAST OF SPRINGFIELD TO WEST OF RTE. 125 IN ROGERSVILLE	GREENE	MODOT	GR1907	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$1,812,800.00	\$0.00	Y001	12/15/2022	174,790.33	0.00	97,635.96
										8/01/2022	1,500,648.35	0.00		
										Y002	12/15/2022	1,025.80	0.00	
										Z002	8/01/2022	10,699.56	28,000.00	
0602111	J8S3159B, J8S3159B	GREENE CO, US 60, REALIGNMENT OF THROUGH LANES & ADD TURN LANES AT RT 174 IN REPUBLIC	GREENE	MODOT	RP1901	2019-2022 A5, 2020-2023	2019, 2020	\$1,476,800.00	\$0.00	Z001	11/18/2022	(65,878.07)	1,648,634.08	PROJECT CLOSED 11/18/22
0602114	J8P3207	GREENE COUNTY; US 60, ADD ITS FOR OZARK TRAFFIC AT VARIOUS LOCATIONS ON RTE 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD, RT FF (WEST BYPASS) NEAR BATTLEFIELD	GREENE	MODOT	MO2106	2020-2023 A7, 2022-2025	2021 (AC), 2022 (AC)	\$847,400.00	\$0.00	Y240	11/16/2022	22,432.20	1,063,579.65	0.00
0602115	J8P3032C	GREENE CO, US 60, ADD LANES & SOUND ABATEMENT ON JAMES RIVER FREEWAY FROM W OF RT 160(CAMPBELL AVE)TO NATIONAL AVE IN SPRINGFIELD.	GREENE	MODOT	SP2205	2022-2025	2022	\$7,818,400.00	\$0.00	Y001	7/22/2022	10,885,780.50	0.00	0.00
										Z0E1	--	0.00	4,000.00	
0602116	J8P3032D	US 60, GREENE CO; ADD LANES ON JAMES RIVER FREEWAY FROM RT 13 (KANSAS EXP) TO W/O RT 160 (CAMPBELL AVE) IN SPRINGFIELD	GREENE	MODOT	SP2204	2022-2025	2022	\$5,475,200.00	\$0.00	Y001	7/22/2022	7,297,251.88	0.00	0.00
0602120	J8P3198	GREENE CO, US 60, PAVE RESURF FROM CO RD 194 TO .7 MI W OF ILLINOIS ST IN REPUBLIC.	GREENE	MODOT	RP2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$196,000.00	\$0.00	Y240	9/16/2022	275,949.08	0.00	0.00
										Z0E1	--	0.00	8,000.00	
0602121	J8P3201	GREENE CO, US 60, PAVE RESURF ON AUXILIARY RAMPS FROM RT 13(KANSAS EXPRESSWAY) TO RT 160(CAMPBELL AVE) IN SPRINGFIELD	GREENE	MODOT	SP2207	2022-2025	2022	\$104,800.00	\$0.00	Y001	7/22/2022	135,807.41	0.00	0.00
										Z0E1	7/22/2022	6,845.84	8,000.00	
0602124	JSU0078	US 60 E, GREENE, CAPITAL IMPROVEMENT FROM WEST OF COUNTY ROAD 103 TO RTE. 360 (JAMES RIVER FREEWAY) IN REPUBLIC.	GREENE	MODOT	RP2303	2023-2026, 2024-2027	2023, 2024, 2025, 2026, 2027	\$40,000.00	\$14,278,400.00	Y001	12/07/2022	347,200.00	0.00	13,971,200.00
0651079	J8P3116	CHRISTIAN CO, US 65 S, PAVEMENT RESURFACING FROM RT CC TO 1 MI SOUTH OF RT F IN OZARK	CHRISTIAN	MODOT	OK1901	2019-2022, 2020-2023	2019, 2020, 2021	\$1,664,800.00	\$0.00	Z001	7/06/2022	94,873.75	1,454,110.34	PROJECT CLOSED 9/8/22
0651082	J8P0605I	US 65, CHRISTIAN CO; ADD LANES FROM RT CC TO RT 14 IN OZARK	CHRISTIAN	MODOT	CC1901	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$10,302,400.00	\$0.00	Y001	8/29/2022	40,000.00	0.00	10,262,400.00
0651083	J8P0605J	US 65, CHRISTIAN CO; ADD LANES FROM RT 14 TO RT F AND BRIDGE REHAB OVER THE FINLEY RIVER IN OZARK	CHRISTIAN	MODOT	CC1902	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$8,232,800.00	\$0.00	Y001	8/29/2022	42,638.40	0.00	8,190,161.60
0652107	J8S3117	BU 65, GREENE CO, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BNSF RAILWAY S OF CHESTNUT EXPRESSWAY TO BATTLEFIELD RD IN SPRINGFIELD	GREENE	MODOT	SP1904	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$1,194,400.00	\$0.00	Y240	1/30/2023	335,767.47	0.00	0.00
										9/16/2022	1,714,745.75	0.00		
0652108	J8S3112	BU 65, GREENE CO, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BATTLEFIELD RD TO RT 60 (JAMES RIVER FREEWAY) & ON NATURE CENTER WAY AT REED AVE IN SPRINGFIELD	GREENE	MODOT	SP1903	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$710,400.00	\$0.00	Z001	--	0.00	12,800.00	0.00
										Y001	3/17/2023	28,679.76	0.00	
										11/08/2022	113,132.00	0.00		
0652112	J8S3160	BUS 65, GREEN CO; MODIFY ACCESS, SIGNALS, ADA IMPROVEMENS AND REPLACE BUS STOP PADS FROM VALLEY WATER MILL RD TO RT 60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 A7, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$7,392,300.00	\$0.00	Y240	4/07/2023	134,999.63	0.00	0.00
										3/17/2023	(42,502.11)	0.00		
										9/21/2022	5,612,864.84	0.00		
										4/07/2023	4,664.24	0.00		
										3/17/2023	178,626.09	0.00		
										9/21/2022	12,222.00	0.00		
										Y531	4/07/2023	15,940.80	0.00	
										3/17/2023	677,900.00	0.00		
										Z001	--	0.00	1,645,648.74	
										Z0E1	--	0.00	354,432.14	
Z230	9/21/2022	315,434.00	0.00											
0652116	J8P3043	US 65, GREENE CO, PAVEMENT RESURFACING ON VARIOUS SECTIONS AT THE RT D (SUNSHINE ST) INTERCHANGE.	GREENE	MODOT	SP2208	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$324,000.00	\$0.00	Y001	2/16/2023	46,267.17	0.00	0.00
										8/01/2022	343,908.34	0.00		
0652121	J8P3220	US 65, GREENE CO; SCOPING FOR INTERCHANGE & BRIDGE IMPROVEMENTS AT RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP2214	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024, 2025, 2026	\$32,000.00	\$48,000.00	Y240	9/16/2022	159,722.40	0.00	0.00
										Z0E1	--	0.00	8,000.00	

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1601063	J8P3088B	US 160, CHRISTIAN CO, ADD INTERSECTION TURN LANES AND UPGRADE SIGNALS ON MASSEY BLVD AT TRACKER RD & NORTHVIEW RD IN NIXA	CHRISTIAN	MODOT	NX1801	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$1,900,800.00	\$0.00	M2E1 Z001 Z230 ZS30	-- 3/05/2022 3/05/2022 9/05/2022	0.00 (6,532.39) (58,854.35) 0.00	114,781.23 205,155.21 205,155.21 267,984.19	PROJECT CLOSED 9/5/22
1601066	J8S3138	US 160 E, CHRISTIAN, ADD INTERSECTION TURN LANES, REPLACE SIGNALS AND UPGRADE STRIPING AND SIGNAGE AT RTE. CC NEAR NIXA.	CHRISTIAN	MODOT	CC1802	2018-2021, 2019-2022, 2020-2023, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$5,104,800.00	\$0.00	Y001 YS30 Z001 Z0E1	4/18/2023 12/02/2022 4/18/2023 12/02/2022	658,775.93 4,458,454.91 2,825.80 5,766.00	0.00 0.00 0.00 855,619.74	0.00
1601072	J8Q3180	GREENE CO, US 160, ADD ITS FOR OZARKS TRAFFIC ON MASSEY BLVD FROM CO RD 192 IN SPRINGFIELD TO S ST IN NIXA	CHRISTIAN, GREENE	MODOT	NX2001	2020-2023	2020 (AC)	\$480,000.00	\$0.00	Z001 Z0E1 Z240	-- -- --	0.00 0.00 0.00	365,318.62 15,162.07 37,117.99	PROJECT CLOSED 8/29/22
1601075	J8S3138B	US 160, GREENE CO, REHABILITATE NORTHBOUND BRIDGE OVER THE JAMES RIVER AND ADD TURN LANES AND REPLACE SIGNAL AT RTE AA	CHRISTIAN, GREENE	MODOT	CC2102	2020-2023 A7, 2022-2025, 2023-2026	2021 (AC), 2022 (AC), 2023 (AC)	\$4,532,800.00	\$0.00	Y001 YS30	4/14/2023 12/02/2022	493,937.72 3,648,339.44	0.00 0.00	360,606.34
1601079	JSU0020	US 160 W, GREENE, BRIDGE DECK SEALING ON NORTHBOUND BRIDGE OVER JAMES RIVER OVERFLOW SOUTH OF SPRINGFIELD.	GREENE	MODOT	SP2213	2022-2025, 2023-2026	2022, 2023	\$132,800.00	\$0.00	Y001 YS30	4/17/2023 11/23/2022	(144,415.57) 764,460.36	0.00 0.00	0.00
2661017	J8S3188	GREENE CO, MO 266, PAVEMENT RESURFACING & ADD SHOULDERS FROM RT AB TO I-44 IN SPRINGFIELD.	GREENE	MODOT	GR2008	2020-2023	2020 (AC), 2021 (AC)	\$752,800.00	\$0.00	Z231 ZS30	4/18/2023 4/18/2023	(23,401.21) (776.59)	452,006.36 66,950.14	PROJECT CLOSED 4/18/23
2661018	JSU0080	MO 266, GREENE CO; ADD ROUNDABOUT AT RT AB AND AT RT B WEST OF SPRINGFIELD	GREENE	MODOT	SP2306	2023-2026, 2024-2027	2023 (AC), 2024 (AC), 2025 (AC)	\$240,000.00	\$2,922,400.00	Y240	8/22/2022	320,000.00	0.00	2,842,400.00
3601005	J8P3067C	GREENE CO, MO 360, BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON & OVER JAMES RIVER FREEWAY IN SPRINGFIELD.	GREENE	MODOT	SP2010	2020-2023	2020	\$2,373,600.00	\$0.00	Y001 YS30 Z001 ZS30	2/09/2023 2/09/2023 -- --	12,825.43 1,942.50 0.00 0.00	0.00 0.00 1,436,363.04 51,667.00	PROJECT CLOSED 3/14/23
3601006	J8P3223	GREENE CO, MO 360, BRIDGE REHAB ON EB BRIDGE OVER FARM RD 156 & BNSF RR & ON RT 60 EB BRIDGE OVER SOUTH CREEK WEST OF RT 160.	GREENE	MODOT	GR2209	2022-2025	2022	\$226,400.00	\$0.00	Y001 Z0E1	7/23/2022 7/23/2022	426,294.11 441.82	0.00 11,200.00	0.00
4131009	J8S3157	GREENE CO, MO 413, BRIDGE REPLACEMENT, ADD SIDEWALKS, AND ADA TRANS PLAN IMPROVE ON SUNSHINE ST - 1M E/O SCENIC AVE TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1908	2019-2022 A2, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024	\$984,000.00	\$4,511,200.00	Y001 Z001 Z0E1	11/02/2022 -- --	106,600.00 0.00 0.00	0.00 261,600.00 270,400.00	4,856,600.00
5900849	N/A	MILL/FILL AND ADA UPGRADES ON FARM RD 135(GOLDEN AVE) FROM REPUBLIC RD TO CITY LIMITS AND FARM RD 102(VALLEY WATER MILL) FROM FARM RD 171 TO FARM RD	GREENE	GREENE	GR2106	2020-2023 A5, 2022-2025	2022	\$560,000.00	\$0.00	H230 L23E L23R Y230	-- -- -- 5/26/2023	0.00 0.00 0.00 40,193.00	21,308.22 262,442.91 234,340.01 0.00	1,715.86
5901810	JSU0044	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED	GREENE	MODOT	SP1902	2018-2021 A4, 2019-2022, 2020-2023 AM5, 2022-2025 AM4	2019, 2021, 2022	\$1,200,000.00	\$0.00	M230 Z230	-- 8/01/2022	0.00 242,532.40	46,088.00 862,134.78	49,244.82
5901811	N/A	CITY OF SPRINGFIELD, CONSTRUCTING SIDEWALK ALONG LONE PINE AVE - GREENWOOD ST TO CONVINGTON ST & ALONG CONVINGTON ST FROM LONE PINE AVE TO GALLOWAY TR	GREENE	SPRINGFIELD	EN1909	2019-2022 A3, 2020-2023 AM6	2021	\$183,365.00	\$0.00	Z230	11/28/2022	(10,146.70)	150,441.52	PROJECT CLOSED 11/28/22
5901812	N/A	CITY OF SPRINGFIELD, RECONSTRUCTION OF GALLOWAY TRAIL FROM SEQUOIA PARK TO REPUBLIC RD	GREENE	SPRINGFIELD	EN1910	2019-2022 A3, 2020-2023 AM6	2021	\$146,098.00	\$0.00	Z230	11/18/2022	(5,101.32)	113,104.00	PROJECT CLOSED 11/18/22
5901814	N/A	CITY OF SPRINGFIELD, TRAIL&SIDEWALK CONNECTIONS ALONG BENNETT ST FROM	GREENE	SPRINGFIELD	EN1911/ EN1912	2019-2022 A3, 2020-2023	2020	\$158,619.00	\$0.00	Y301 Z301	1/09/2023 --	6,046.26 0.00	0.00 139,411.20	PROJECT CLOSED 5/30/23
5901815	N/A	GREENE CO, CITY OF SPRINGFIELD, SIDEWALK CONNECTIONS IN SPRINGFIELD ALONG HARVARD AVE FROM SWALLOW ST TO ALADDIN COURT.	GREENE	SPRINGFIELD	EN1913	2019-2022 A3, 2020-2023	2020	\$110,869.00	\$0.00	Z230	11/28/2022	(15,261.00)	78,948.40	PROJECT CLOSED 11/28/22
5901817	N/A	CITY OF SPRINGFIELD, GREENE CO; CONST APPROX 1.650 LINEAR FT OF FASSNIGHT CREEK GREENWAY, EXTENDING TRAIL FROM CLAY ST THROUGH PHELPS GROVE PARK TO BROOKSID DR W/O THE ART MUSEUM	GREENE	SPRINGFIELD	EN2009	2020-2023 A3, 2022-2025, 2023-2026	2023	\$217,461.00	\$0.00	Z230	9/01/2022	1,000.00	216,461.00	0.00
5901818	N/A	CITY OF SPRINGFIELD, GREENE CO, TRAFFIC SIGNAL SYSTEM IMPROVEMENT	GREENE	SPRINGFIELD	SP2011	2020-2023 AM6	2021	\$640,000.00	\$0.00	Z230	5/26/2023	(22,044.23)	640,000.00	PROJECT CLOSED 5/26/23
5901822	N/A	OTO, GREENE CO, CONSTRUCTION OF CHADWICK FLYER PHASE III NEAR LAKE SPRINGFIELD.	GREENE	OTO	EN2203	2022-2025 AM1, 2023-2026	2022, 2023	\$1,132,750.00	\$0.00	Z230 Z972	5/19/2023 3/14/2023	84,516.80 285,567.32	71,419.94 0.00	0.00
5901823	N/A	GREEN CO, REPLACEMENT OF BRIDGE #1750227 ON FARM ROAD 175 OVER FARMER'S BRANCH.	GREENE	GREENE	GR2105	2022-2025, 2023-2026	2023	\$520,000.00	\$0.00	Y230 Z910 Z919	11/16/2022 11/16/2022 11/16/2022	225,906.50 63,865.30 281,917.44	0.00 0.00 0.00	0.00
5901824	N/A	TRAFFIC SIGNAL REPLACEMENTS ON BATTLEFIELD RD AND FORT AVE(INCLUDING FIBER OPTIC INTERCONNECT); CAMPBELL AVE AND BROADMOR ST; GRANT AVE AND ATLANTIC	GREENE	SPRINGFIELD	SP2202	2022-2025, 2023-2026 AM2, 2024-2027	2023-2024	\$125,230.00	\$1,074,770.00	Y230	4/17/2023	125,229.00	0.00	1,074,771.00
5905811	N/A	CITY OF SPRINGFIELD, GREEN CO; CITY/MODOT TMC SALARIES FOR FY2023	GREENE	MODOT	MO2301	2022-2025 AM5, 2023-2026	2023, 2023 (AC)	\$988,000.00	\$0.00	Y230	11/10/2022	360,000.00	0.00	628,000.00
5907801	J8S0758	RT 160 & WEAVER RD, SPRINGFIELD--RDWY REALIGNMENT & INTERSECTION	GREENE	MODOT	GR0512	2007-2010, 2010-2013	2007, 2010	\$3,504,000.00	\$0.00	L200 L230	-- --	0.00 0.00	366,847.66 2,165,590.49	PROJECT CLOSED 3/21/23

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5909802	N/A	GREENE CO; PUBLIC IMPROVEMENTS FOR THE EXTENSION OF KANSAS EXPRESSWAY FROM REPUBLIC RD TO THE FUTURE EAST/WEST ARTERIAL.	GREENE	GREENE	GR1501, GR1901, GR1902	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022, 2020-2023 AM6, 2022-2025, 2023-2026, 2024-2027	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2024	\$19,027,460.00	\$12,800,000.00	H230 HY10 L230 L23R LY10 M230 Y230 Z230 Z23E Z905 Z910	-- -- -- -- -- 11/10/2022 9/09/2022 -- -- --	0.00 0.00 0.00 0.00 0.00 12,968.61 72,878.43 0.00 0.00 0.00	41,433.73 273,751.00 352,977.68 353,969.80 1,166,089.00 3,043,427.54 13,105,919.75 0.00 1,625,285.00 408,019.70	11,664,737.71
5910811	N/A	CITY OF SPRINGFIELD, GREENE COUNTY, OPERATIONS AND MANAGEMENT OF OZARKS TRAFFIC LITS.	GREENE	MODOT	MO2402	2022-2025, 2023-2026 AM2, 2024-2027	2024, 2024 (AC)	\$0.00	\$1,216,000.00	Y230	6/16/2023	358,400.00	0.00	857,600.00
5916807	N/A	CITY OF SPRINGFIELD, OVERLAY & ADA IMPROVEMENTS AT VARIOUS LOCATIONS ON SUNSHINE ST, NATIONAL AVE, & BATTLEFIELD RD.	GREENE	SPRINGFIELD	SP2012	2020-2023 A7	2021	\$2,392,000.00	\$0.00	Z23E	5/05/2023 8/17/2022	(26,830.88) 636,419.44	2,383,758.56	PROJECT CLOSED 5/5/23
5916808	N/A	CITY OF SPRINGFIELD, OVERLAY & ADA IMPROVE IN CONJUNCTION W/ OVERLAY NATIONAL AVE BETWEEN KEARNEY ST AND SUNSET ST, BATTLEFIELD RD BETWEEN GOLDEN AVE AND SCENIC	GREENE	SPRINGFIELD	SP2014	2020-2023 A7, 2022-2025, 2023-2026	2023	\$1,288,000.00	\$0.00	Y230 Z230	5/19/2023 --	329,463.00 0.00	0.00 295,001.60	663,535.40
5944803	N/A	CITY OF WILLARD, GREENE CO, RELOCATE UTILITIES & WIDEN MILLER RD BETWEEN JACKSON ST & US 160	GREENE	WILLARD	WI1701	2017-2020 AM1, 2018-2021, 2019-2022 AM3	2017, 2018, 2019	\$1,059,980.00	\$0.00	L23R M23E Z230	1/30/2023 1/30/2023 1/30/2023	(13,829.74) (6,408.83) (17,027.98)	140,000.00 162,503.31 631,917.38	PROJECT CLOSED 1/30/23
6900813	N/A	CITY OF REPUBLIC, GREENE CO; DESIGN & RW ACQUISITION FOR APPROX 1.7 MI OF TRAIL EXTENSION OF SHUYLER CREEK TRAIL TO ELM ST/FARM RD 182 & ALONG FARM RD 182 TO THE ENTRANCE OF WILSON CREEK	GREENE	REPUBLIC	EN2010	2020-2023 AM6, 2022-2025, 2023-2026, 2024-2027	2021, 2024	\$178,969.00	\$1,944,848.00	Y230 Y301 Z230	1/20/2023 12/15/2022 1/06/2023	(324,125.92) 324,125.92 324,125.91	0.00 0.00 0.00	1,620,722.06
7441016	J8S3162	GREENE CO, MO 744 E, PAVEMENT RESURFACING FROM EAST OF LOOP 44 (GLENSTONE AVENUE) TO MULROY ROAD AND ON MULROY ROAD FROM RTE. 00 TO I-44.	GREENE	MODOT	GR2004	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$30,400.00	\$1,286,400.00	Y001 Z001	5/04/2023 --	1,617,815.45 0.00	0.00 22,400.00	0.00
7441017	J8S3172	MO 744E, GREENE CO, UPGRADE PED FACIL TO COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONEAVE) TO LECOMPT RD	GREENE	MODOT	EN2005	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$388,000.00	\$1,424,800.00	Y001 Z001	5/09/2023 12/07/2022	1,542,726.12 8,770.40	202,062.40 180,528.80	0.00
7441018	J8S3190	GREENE CO, MO 744 W, UPGRADE PED FAC COMPLY W/ ADA TRANS PLAN KEARNEY ST FROM RT 160 (W BYPASS) TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	EN2006	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$475,200.00	\$1,544,000.00	Y001 Z001	5/04/2023 --	2,192,215.87 0.00	395,017.60 211,853.60	0.00
7441019	J8S3149	GREENE CO, MO 744 E, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN ON KEARNEY STREET AT VARIOUS LOCATIONS BETWEEN RTE. 13 (KANSAS EXPRESSWAY) AND LOOP 44 (GLENSTONE AVENUE) IN SPRINGFIELD.	GREENE	MODOT	EN1901	2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$547,200.00	\$1,756,000.00	Y001 Z001	5/09/2023 --	2,586,011.82 0.00	661,387.20 231,337.60	0.00
7441020	J8P3050C	GREENE CO, MO 744 E, PAVEMENT RESURFACING ON KEARNEY STREET FROM RTE. 13 (KANSAS EXPRESSWAY) TO LOOP 44 (GLENSTONE AVENUE).	GREENE	MODOT	SP1708	2022-2025, 2023-2026, 2024-2027	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	\$15,200.00	\$620,800.00	Y001	5/04/2023	1,118,347.07	0.00	0.00
7441021	J8S3145	MO 744, GREENE CO; SCOPING FOR SAFETY IMPROVEMENTS A KEARNEY ST FROM SPRINGFIELD -BRANSON NATIONAL AIRPORT TO LACOMPT AVE	GREENE	MODOT	SP1811	2018-2021, 2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	\$96,000.00	\$27,000.00	YS30 ZS30	1/30/2023 --	88,211.70 0.00	0.00 130,268.70	0.00
7441022	JSU0085	MO 744 E, GREENE, ADD LANES AND MODIFY SIGNALS ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO LECOMPT AVENUE.	GREENE	MODOT	SP2307	2023-2026, 2024-2027	2023, 2024	\$285,600.00	\$1,532,000.00	Y001 YS31	5/04/2023 11/16/2022	263,650.01 288,000.00	0.00 0.00	684,879.20
9901817	N/A	CITY OF BATTLEFIELD, SIDEWALK CONNECTIONS IN BATTLEFIELD ALONG 3RD ST/CLAIRBORNE ST/4TH ST/ELM ST INTO CHEROKEE TRAIL OF TEARS PARK FROM RT FF TO BATTLEFIELD CITY HALL.	GREENE	BATTLEFIELD	EN1904	2019-2022 A3, 2020-2023 AM6, 2022-2025	2019, 2020, 2022	\$300,000.00	\$0.00	Y301 Z301	5/26/2023 7/06/2022	2,588.60 (61,386.49)	0.00 293,666.40	65,131.49
9901820	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT RD FROM MO 14 TO THE OTC RICHWOOD VALLEY TRAIL WEST OF FREMONT.	CHRISTIAN	OZARK	EN1906	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$205,560.00	\$0.00	M23E Z23E	-- --	0.00 0.00	17,531.92 188,028.08	PROJECT CLOSED 2/24/23
9901821	N/A	CITY OF OZARK, SIDEWALK CONNECTION IN OZARK ALONG EASTERN EDGE OF SOUTH ELEMENTARY SCHOOL PROPERTY FROM NORTHERN TERMINUS OF EXISTING SIDEWALK ALONG 13TH ST, S OF SCHOOL PROPERTY TO MO 14.	CHRISTIAN	OZARK	EN1907	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$152,670.00	\$0.00	Z301	--	0.00	152,670.00	PROJECT CLOSED 12/19/22

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9901822	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT EXTENDING N & S OF RT CC & INTERSECTIONS IMPROVE AT FREMONT & RT CC	CHRISTIAN	OZARK	EN1908	2019-2022 A3, 2020-2023 AM6	2021	\$139,621.00	\$0.00	Z301	12/19/2022	(4,208.19)	207,443.67	PROJECT CLOSED 12/19/22
										Z302	12/19/2022	(23.88)	27,739.94	
9901826	N/A	GREENE CO; BRIDGE REPLACEMENT (#1690225) W/ MINOR ROADWAY APPROACH WORK ON FARM RD 169 OVER FARMER BRANCH	GREENE	GREENE	GR2009	2020-2023 AM6	2021	\$440,000.00	\$0.00	Z230	12/07/2022	(3,936.80)	400,347.20	PROJECT CLOSED 12/7/22
9901827	N/A	CITY OF OZARK, CONST 3,200 FT CHADWICK FLYER TRAIL BETWEEN CLAY ST&JACKSON ST, 500FT TRAIL RUNNING NW FROM JACKSON, W OF 12TH ST, TO DIANE ST, 2 PED UNDERPASSES	CHRISTIAN	OZARK	EN2008	2020-2023 AM6, 2022-2025	2021, 2022	\$870,949.00	\$0.00	Y230	11/02/2022	54,307.00	0.00	
										Z230	--	0.00	79,874.23	56,584.44
										Z23E	8/09/2022	46,281.62	633,901.71	
9901828	N/A	CITY OF BATTLEFIELD, CONSTRUCT TRAIL CONNECTING ELM ST AND SOMERSET ST THROUGH TRAIL OF TEARS PARK, INCLUDING WIDENING PARTS OF TRAIL	GREENE	BATTLEFIELD	EN2011	2020-2023 A3, 2022-2025	2020, 2021	\$286,886.00	\$0.00	Y230	6/16/2023	32,786.61	0.00	
										Z230	7/05/2022	97,167.08	102,052.00	54,880.31
9901829	N/A	GREENE CO, OZARK GREENWAYS, 2021 SALARIES FOR REGIONAL TRAIL, PLANNING SERVICE TO REFINE EXISTING TRAIL ALIGN, ENGAGE W/LANDOWNERS, ENGAGE W/OTO MUNICIPALITIES	GREENE	OZARK GREENWAYS	EN2012	2020-2023 A3	2020	\$100,000.00	\$0.00	Z230	--	0.00	100,000.00	PROJECT CLOSED 8/11/22
9901830	N/A	CHRISTIAN CO; REHAB, WIDING & REDECKING OF BRIDGE ALONG WITH WIDENING THE APPROACH ROADWAY TO MATCH NEW BRIDGE ON NELSON MILL RD BRIDGE	CHRISTIAN	CHRISTIAN	CC2103	2022-2025, 2023-2026 A6	2023	\$800,000.00	\$0.00	Z230	9/09/2022	392,000.00	0.00	408,000.00
9901831	N/A	CITY OF NIXA, CHRISTIAN CO, NORTH MAIN ST WIDENING, SIDEWALKS, & ASSOCIATED IMPROVEMENTS FROM NORTH OF TRACKER TO SOUTH OF RT CC	CHRISTIAN	NIXA	NX2101	2022-2025, 2023-2026 AM4, 2024-2027	2023, 2024	\$131,584.00	\$1,741,562.00	Y230	11/02/2022	131,584.31	0.00	1,741,561.69
9901833	N/A	CITY OF NIXA, ENGINEERING FOR NORTH ST IMPROVEMENTS FROM EAST OF MAPLEWOOD HILLS TO THE INTERSECTION AT CHEYENNE.	CHRISTIAN	NIXA	NX2102	2020-2023 A5, 2022-2025	2022	\$430,354.00	\$0.00	Y230	6/16/2023	(6,364.79)	0.00	
										Z230	--	0.00	430,353.99	0.00
9901837	N/A	CITY OF OZARK, CHRISTIAN CO; CONSTRUCT A SECTION OF CHADWICK FLYER TRAIL FROM THE TERMINUS OF EXISTING TRAIL LOCATED ON THE SE CORNER OF THE OLDE WORLD PLANNED UNIT DEVELOPMENT. WILL CONNECT NEAR INTERSECTION OF WEST GARTON RD & 21ST ST ON N TO VICINITY OF LONGVIEW RD OR N BIAGO ST ON THE SOUTH.	CHRISTIAN	OZARK	EN2204	2022-2025 AM1, 2023-2026 AM7, 2024-2027	2023, 2024	\$58,716.00	\$684,132.00	Y230	11/10/2022	58,716.29	0.00	684,131.71
9901850	N/A	GREENE AND CHRISTIAN COUNTIES, REGIONAL TRAIL PLANNING SERVICES TO REFINE EXISTING TRAIL ALIGNMENTS	GREENE	OZARK GREENWAYS	EN2301	2023-2026	2023	\$260,201.00	\$0.00	Y301	2/08/2023	260,201.00	0.00	0.00
B039040	N/A	GREENE CO, BRIDGE REPLACEMENT AND ROADWAY REALIGNMENT FOR BRIDGE 2230071 ON FARM RD 223 OVER LITTLE SAC RIVER	GREENE	GREENE	GR2210	2022-2025 A4, 2023-2026	2023	\$560,000.00	\$0.00	Y233	6/06/2023	(152,073.00)	0.00	0.00
											4/06/2023	794,872.00		
NBIS819	N/A	GREENE CO 2022 NATIONAL BRIDGE INSPECTION STANDARD INSPECTION PLAN - OFF SYSTEM	GREENE	MODOT	MO1905	2019-2022, 2020-2023, 2022-2025 A1, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026	\$48,000.00	\$137,600.00	Z240	3/06/2023	(8,438.29)	15,000.00	PROJECT CLOSED 3/6/23
S602027	J8P3087C, JSU0106	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED AT CAMPBELL AVE	GREENE	MODOT	SP1818	2018-2021 A4, 2019-2022 A3, 2020-2023 AM5, 2022-2025 AM4	2018, 2019, 2022	\$3,532,000.00	\$0.00	Y001	8/04/2022	275,084.34	0.00	
										Z001	--	0.00	1,387,686.04	0.00
										Z0E1	--	0.00	0.00	
										Z230	8/04/2022	251,888.62	1,625,223.11	
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022, 2020-2023	2019, 2020, 2021	\$575,200.00	\$0.00	Z231	12/21/2022	(24,127.04)	445,076.80	PROJECT CLOSED 12/21/22
										Z240	--	0.00	15,339.06	
										ZS30	12/21/2022	(3,639.86)	67,093.88	
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022, 2020-2023	2019, 2020, 2021	\$1,232,000.00	\$0.00	L1CE	8/09/2022	5,530.40	0.00	PROJECT CLOSED 9/8/22
										Z001	8/09/2022	39,235.23	857,931.22	
										Z002	8/09/2022	(3,923.27)	41,800.00	
S602093	J8S0836B	GREENE CO, RT MM, ADD LANES ON BROOKLINE AVENUE FROM I-44 TO RTE. 360 (JAMES RIVER	GREENE	MODOT	RP1703	2022-2025 A3, 2023-2026	2017, 2018, 2019, 2020, 2021, 2022	\$878,725.00	\$6,307,802.00	Z230	11/16/2022	(302,916.17)	0.00	7,186,527.00
											3/08/2023	302,916.17		
S603017	J8P3050B	BU 65, GREENE CO; PVMT RESURF ON GLENSTONE AVE FROM EVERGREEN ST TO	GREENE	MODOT	SP1710	2022-2025, 2023-2026	2017, 2018, 2019, 2020, 2021, 2022, 2023	\$969,600.00	\$0.00	Y240	2/24/2023	54,770.78	0.00	0.00
											3/14/2022	1,072,235.71		
S603023	J8S3187, J8S3187	GREENE CO, RT MM, PAVEMENT RESURFACING FROM .1 MI S OF I-44 TO CARNAHAN ST IN SPRINGFIELD.	GREENE	MODOT	SP2007	2020-2023 A5	2020 (AC), 2021 (AC)	\$552,000.00	\$0.00	Z231	1/06/2023	(26,999.56)	315,220.62	PROJECT CLOSED 1/6/23
										ZS30	1/06/2023	(6,462.77)	93,606.62	
S603047	J8S3175	OR 60E, GREENE CO, UPGRADE PED FACILITY TO COMPLY W/ADA TRANS PLAN ON NATURE CENTER WAY FROM .1 MI E OF REPUBLIC RD TO END OF ROUTE	GREENE	MODOT	EN1914	2019-2022 AM2, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023 (AC)	\$406,400.00	\$0.00	Y240	4/07/2023	15,995.18	0.00	0.00
											2/24/2023	395,204.16		
											9/16/2022	410,057.08		
										Z24E	--	0.00	241,822.35	
S603057	J8S3169	GREENE CO, MO 744 W, PAVEMENT RESURFACING ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO WEST OF RTE. 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP2006	2020-2026, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$19,200.00	\$707,200.00	Y001	5/04/2023	1,225,225.76	0.00	0.00
										Y240	5/04/2023	1,204.73	0.00	
										Z24E	--	0.00	20,800.00	
S603061	J8S3216	RT B, GREENE CO; PAVEMENT RESURFACING ROM RT 266 TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2102	2020-2023 A5	2021 (AC)	\$158,400.00	\$0.00	Y23E	1/09/2023	7,041.99	0.00	PROJECT CLOSED 2/24/23
										Z231	--	0.00	69,864.89	

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S603063	J8S3204	RT ZZ, GREENE CO, P/MT PRESERVATION TREATMENT ON WILSON CREEK BLVD FROM RT M TO FARM RD 194 (COUNTY LINE RD) IN REPUBLIC	GREENE	MODOT	RP2001	2020-2023 A5	2020, 2021 (AC)	\$81,600.00	\$0.00	Z231	--	0.00	59,759.17	PROJECT CLOSED 9/8/22
S603084	J7Q3414, JJ7Q3414, JJ8Q3181	VARIOUS, VARIOUS, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE RURAL & URBAN SW DISTRICT.	CHRISTIAN/ GREENE	MODOT	MO2104	2020-2023 AM10, 2022-2025	2021, 2022	\$902,400.00	\$0.00	Z230 Z24E	4/07/2023 4/07/2023	(12,943.32) (26,135.57)	360,000.00 709,600.00	PROJECT CLOSED 4/7/23
S603085	J8P3192	VARIOUS, VARIOUS, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA	CHRISTIAN/ GREENE	MODOT	EN2002	2022-2025, 2023-2026,	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC),	\$329,600.00	\$3,088,000.00	Y001 Z0E1	6/06/2023 --	244,358.20 0.00	0.00 120,000.00	0.00 3,053,240.80
S604032	J8I3243	MO 744 E, GREENE, REPLACE SIGNS AT VARIOUS LOCATIONS ON RTE. 744 (KEARNEY STREET), LOOP 44 (CHESTNUT EXPRESSWAY), BUS. 65 (GLENSTONE AVENUE), RTE. 13	GREENE	MODOT	MO2205	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$357,600.00	\$0.00	Y001 Z0E1	6/08/2023 --	23,190.87 0.00	0.00 31,500.00	302,909.13
S604033	J8P3229	CHRISTIAN CO, MO 14, PAV PRESERV TREAT - ANTLER RD TO RT M IN NIXA, RT F FROM RIVERDALE RD TO RT65 IN OZARK, RT DD FRM 125 TO END ST MAIN NEAR STRAFFORD	CHRISTIAN/ GREENE	MODOT	MO2202	2022-2025	2022 (AC)	\$218,400.00	\$0.00	Y237 Z24E	7/05/2022 --	227,320.57 0.00	0.00 4,000.00	0.00
S604036	J8P3242	US 65 S, CHRISTIAN, CONCRETE REPAIRS AT VARIOUS LOCATIONS FROM RTES. A AND KK TO 0.9 MILE SOUTH OF RTE. F IN OZARK AND ON RTE. 60 AT VARIOUS LOCATIONS	CHRISTIAN/ GREENE	MODOT	MO2212	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$506,400.00	\$0.00	Y240 Z24E Z200 Y237 Z240 Z2E1	4/17/2023 -- 1/29/2022 3/06/2023 9/13/2022 --	(146,227.71) -- 233,275.16 2,864.35 161,802.90 0.00	0.00 -- 8,000.00 0.00 0.00 8,000.00	217,015.67
S604037	J8S3199	GREENE CO, RT P, PAVEMENT RESURFING FROM RT 60 TO COUNTY RD 194 IN REPUBLIC.	GREENE	MODOT	RP2203	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$158,400.00	\$0.00	Y240 Z2E1	9/13/2022 --	161,802.90 0.00	0.00 8,000.00	0.00
S604038	J8S3200	RT P N, GREENE, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN FROM RTE. 60 TO GRACE STREET AND ON RTE. 174 FROM LINDSEY AVENUE	GREENE	MODOT	EN2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$281,600.00	\$0.00	Z2E1	6/29/2023	(29,110.94)	90,068.26	220,642.68
S604040	J8S3212	CST BATTLEFIELD RD, GREENE CO, PAVEMENT RESURFACING FROM MOULDER AVE TO RUSKIN AVE SPRINGFIELD.	GREENE	MODOT	SP2209	2022-2025, 2023-2026	2022, 2023	\$356,902.00	\$0.00	Y001 Z0E1	2/16/2023 8/01/2022 8/01/2022	53,431.48 379,471.42 12,694.11	0.00 8,000.00 8,000.00	0.00
S604041	J8S3222	GREENE CO, RT KK, REPLACE CULVERT EAST OF HIDDEN LAKE LANE.	GREENE	MODOT	GR2206	2022-2025	2022 (AC)	\$231,200.00	\$0.00	Y001 Z0E1	2/27/2023 2/27/2023	44,215.10 (7,148.29)	174,800.74 12,800.00	PROJECT CLOSED 4/18/23
S604043	J8S3239	RT MM, GREENE CO, ADD SIGNALS AT RAMPS AND RECONFIGURE LANES AT I-44	GREENE	MODOT	RP2201	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$64,000.00	\$1,055,200.00	Y240 Z03E Z24E	1/09/2023 9/21/2022 --	301,553.66 320,000.00 0.00	0.00 159,793.29 48,000.00	289,853.05
S604064	J8S3238	GREENE CO, MO 125 S, INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN STRAFFORD.	GREENE	MODOT	ST2201	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC), 2025 (AC)	\$520,000.00	\$6,515,200.00	Y238 Z232 Z2E2	11/16/2022 -- --	600,832.00 0.00 0.00	0.00 212,094.78 27,905.23	6,194,367.99
S604089	J8S3156	CRD 127 E, GREENE, BRIDGE IMPROVEMENT ON MELVILLE ROAD OVER I-44 IN SPRINGFIELD.	GREENE	MODOT	SP1911	2019-2022 A2, 2022-2025, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024, 2025	\$240,000.00	\$4,016,000.00	Y001	5/05/2023	114,150.48	324,800.00	3,817,049.52
S604093	J8S0736F	RT CC, CHRISTIAN CO, SCOPING FOR INTERSECTION IMPROVEMENTS AT MAIN STREET IN NIXA	CHRISTIAN	MODOT	NX2202	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$284,000.00	\$3,095,200.00	Y237	3/21/2023	192,890.08	212,000.00	2,974,309.92
S604094	J8S3221	CST CHERRY ST, GREEN CO, PAVEMENT RESURFACING, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN AND BRIDGE REHABILITATION OVER RTE 65 FROM INGRAM MILL AVENUE TO EASTGATE AVENUE IN SPRINGFIELD.	GREENE	MODOT	SP2210	2022-2025, 2023-2026	2022, 2023	\$215,200.00	\$0.00	Y240	2/16/2023 8/04/2022	96,294.47 300,005.35	0.00	0.00
S605013	JSU0065	RT AA E, CHRISTIAN, PAVEMENT PRESERVATION TREATMENT FROM RTE. 160 TO BLUE SPRINGS ROAD (END OF STATE MAINTENANCE) AND ON RTE. JJ FROM RTE. 125 TO RTE. 14	CHRISTIAN	MODOT	CC2303	2023-2026	2023 (AC)	\$177,600.00	\$0.00	Y236	4/18/2023 12/02/2022	33,775.78 170,126.76	0.00	0.00
S605022	JSU0054	RT ZZ N, GREENE, ADD BICYCLE AND PEDESTRIAN TRAIL FROM RTE. M TO COUNTY ROAD 182 IN REPUBLIC.	GREENE	MODOT	EN2205	2022-2025 AM1, 2023-2026 AM1	2023, 2023 (AC)	\$1,747,330.00	\$0.00	L23R M23E Z230 Z230 Z230 Z230 Z972	5/30/2023 5/30/2023 5/30/2023 5/30/2023 5/30/2023 5/30/2023 5/30/2023	13,829.74 5,405.81 23,925.99 23,925.99 246,484.96 246,484.96 1,246,730.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	211,895.54
MO340029	N/A	OTHER CAPITAL ITEMS (BUS)	GREENE	CITY UTILITIES	CU2111	2020-2023 A1	2021	\$1,496,329.00	\$0.00	CAPITAL	8/31/2022	(20,000.00)	1,496,329.00	20,000.00
MO340031	N/A	BUS ASSOCIATED TRANSIT IMPROVEMENTS	GREENE	CITY UTILITIES	CU2007	2020-2023 A6	2020	\$300,494.00	\$0.00	CAPITAL	7/7/2022	(49,794.00)	176,794.00	173,494.00
MO16X090	N/A	5310 PROJECTS - OATS ARPA	CHRISTIAN/ GREENE	MODOT/ OATS	OA2301	2023-2026 A5	2023	\$50,792.00	\$0.00	OPERATING	5/4/2023	50,792.00	0.00	0.00
MO340032	N/A	BUS - ROLLING STOCK PARATRANSIT BUSES	GREENE	CITY UTILITIES	CU2204, CU2401	2022-2025, 2023-2026, 2024-2027	2023, 2024	\$1,031,756.00	\$0.00	CAPITAL	7/18/2022	49,794.00 311,756.00 287,161.00 50,000.00 50,000.00 33,045.00	0.00	250,000.00
MO90X393		OTHER CAPITAL ITEMS (BUS)	GREENE	CITY UTILITIES	CU2201	2022-2025	2022	\$760,000.00	\$0.00	MAINT	7/18/2022	760,000.00	0.00	0.00
		BUS - STATION/STOPS/TERMINALS	GREENE	CITY UTILITIES	CU2203	2022-2025		\$34,782.00	\$0.00	SECURITY	7/18/2022	77,826.00	0.00	6,856.00
		OPERATING ASSISTANCE	GREENE	CITY UTILITIES	CU2200	2022-2025		\$2,522,362.00	\$0.00	OPERATING	7/18/2022	2,522,362.00	0.00	0.00
		METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU2202	2022-2025		\$168,001.00	\$0.00	PLANNING	7/18/2022	168,000.00	0.00	1.00
MO-90-X404		BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2407	2024-2027	2024	\$1,100,000.00	\$0.00	CAPITAL	4/14/2023	1,100,000.00	0.00	0.00
		BUS - STATION/STOPS/TERMINALS	GREENE	CITY UTILITIES	CU2304	2023-2026	2023	\$4,447,855.00	-\$1,100,000.00	CAPITAL/ PLANNING	4/14/2023 4/14/2023 4/14/2023	80,000.00 2,967,855.00 300,000.00	0.00	0.00



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Ozarks Transportation Organization

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

TAB 7

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.F.

Federal Functional Classification Change Request

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

AGENDA DESCRIPTION:

Pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

The following information is a summary of the submitted application materials.

The Ozarks Transportation Organization has requested the following changes to the federal functional classification system. The application is included.

1) Roadway Name – E Evergreen St/ N Farm Rd 249/ E Farm Rd 84/ N Farm Rd 243

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Collector

Reasoning – The E Evergreen Corridor will see major commercial development, which will increase commercial traffic to and from MO 125 and to and from State Highway DD. The corridor will be the direct access to the highway system.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on August 16, 2023, the Technical Planning Committee recommended the Board of Directors approve the Functional Classification Change request.

BOARD OF DIRECTORS ACTION REQUESTED:

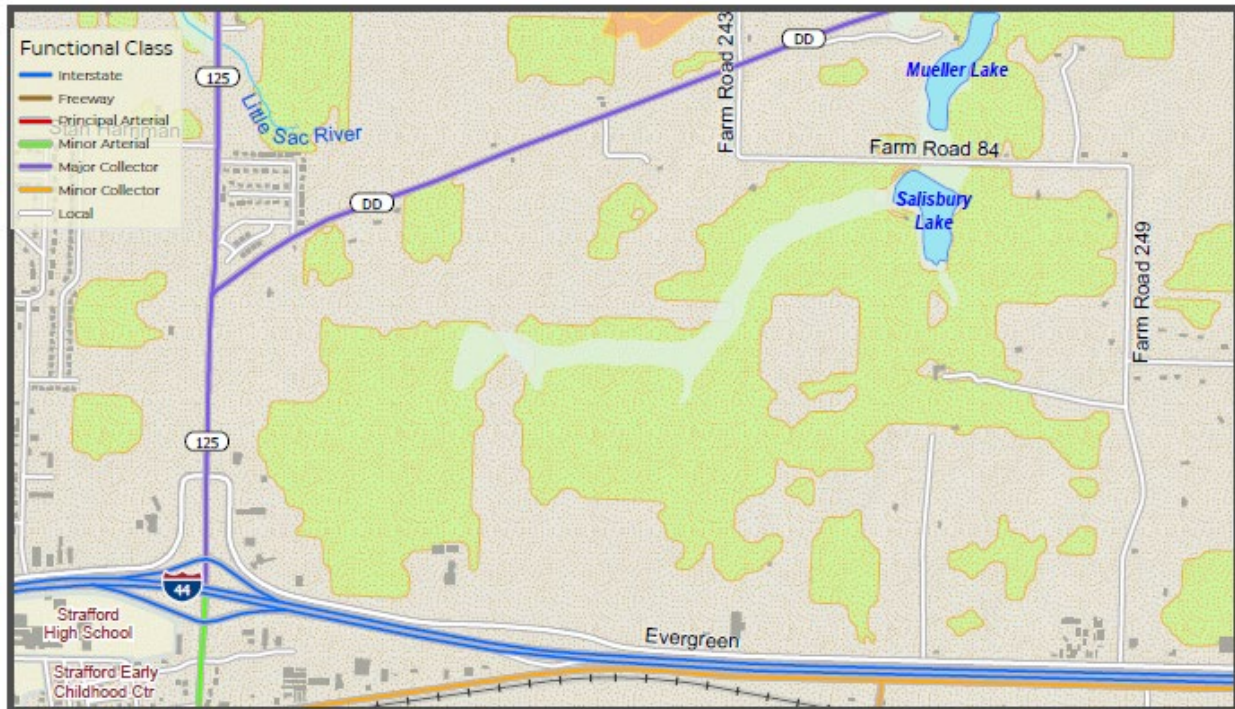
A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Functional Classification Change request.”

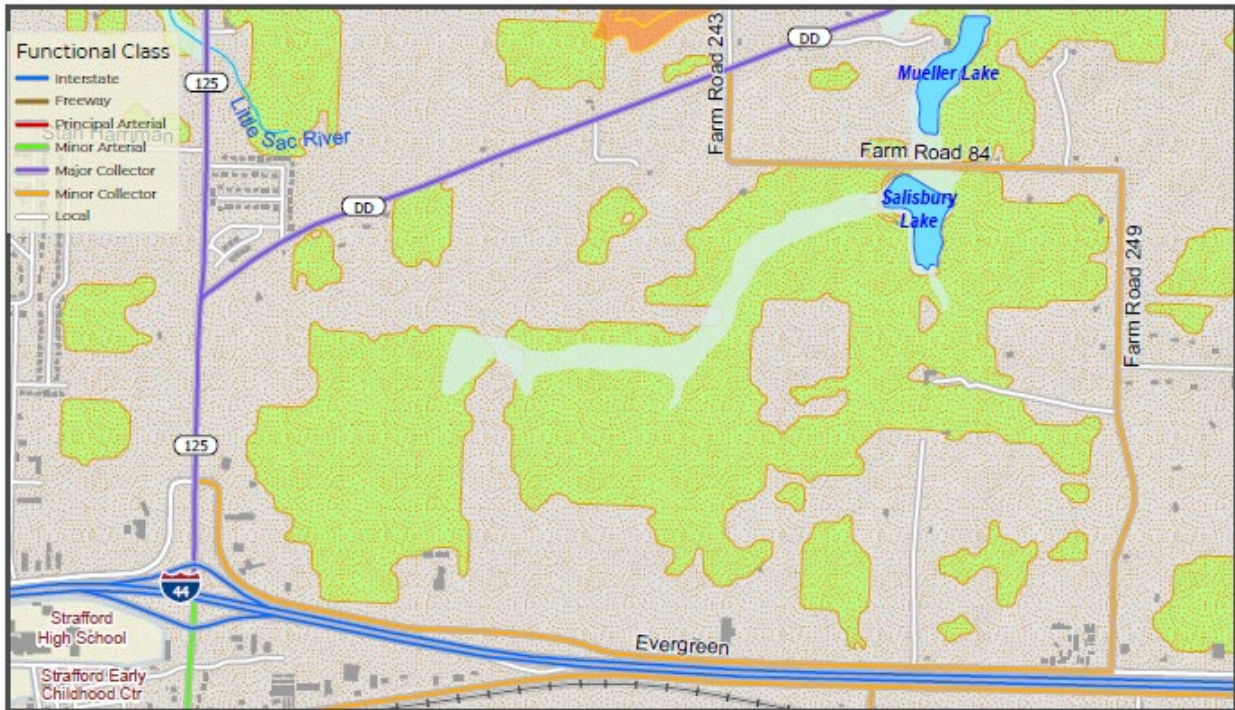
OR

“Move to approve the Functional Classification Change request with the following changes...”

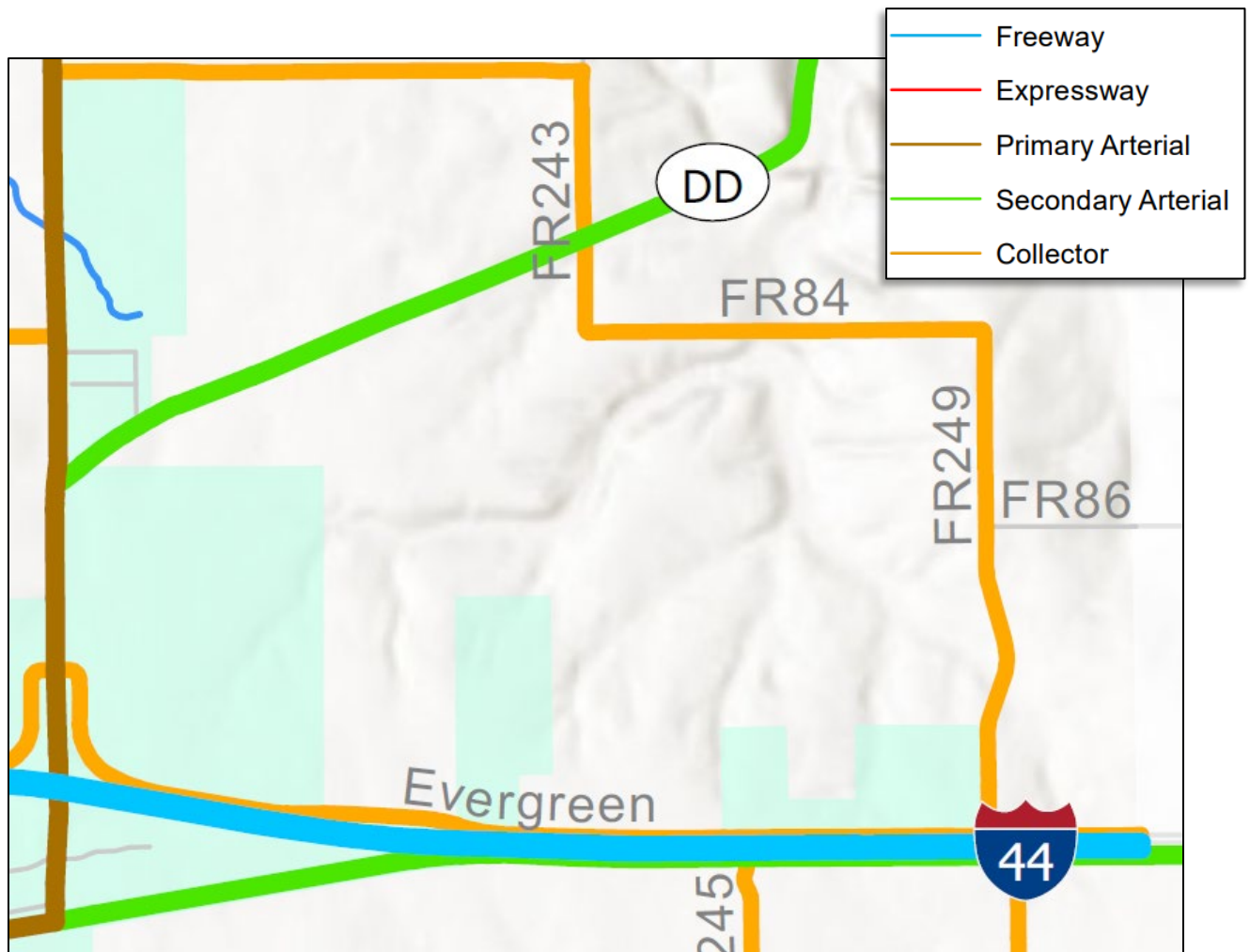
Existing Federal Classification (*Current Use*)



Proposed Federal Classification (*Current Use*)



Major Thoroughfare Plan - Proposed (Future Use)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Functional Reclassification Process (minimum timeframe is 4 months)

1. **Application.** A general call for applications will be made annually in October.
2. **Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
4. **FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 8/4/2023

Contact Information

Name: David Knaut
Title: Multimodal Planner
Agency: Ozarks Transportation Organization
Street Address: 2208 W Chesterfield Blvd. Suite 101
City/State/Zip: Springfield/ MO/ 65807
Email: dknaut@ozarkstransportation.org
Phone: 417.865.3042 x 107
Fax: 417.862.6013

Roadway Data

Roadway Name: E Evergreen St/ N Farm Rd 249/ E Farm Rd 84/ N Farm Rd 243

2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

Termini of Roadway	
From:	MO 125/ E Evergreen St/ N Farm Rd 249/ E Farm Rd 84
To:	N Farm Road 249/ E Farm Rd 84/ N Farm RD 243/ E Sate Hwy DD
Length (miles):	1.9/ 2/ 0.8/ 0.2
Number of Lanes:	2 lanes
Lane Width:	10'
Traffic Volume (AADT):	250/ unknown/ unknown/ unknown

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

All roadways are existing roadways.

Classification Change

Type of Area:	Industrial, Commercial and Agricultural
Current Classification:	Local/ Local/ Local/ Local
Requested Classification:	Minor Collector/ Minor Collector/ Minor Collector/ Minor Collector

Justification

Explain why the roadway classification should be revised.

The E Evergreen Corridor will see major commercial development, which will increase commercial traffic to and from MO 125 and to and from State Highway DD. The corridor will be the direct access to the highway system.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Yes, the E Evergreen Corridor will see major commercial development and potential change of land use along the whole corridor. The commercial development will include a business park and several freight related commercial businesses.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

Yes, the roadways will provide direct access to a planned business park and freight industries from the current highway system.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

The demand on the roadway will change, especially for commercial traffic volumes.

Additional information you would like to include.

[Click [here](#) and type additional information]

TAB 8

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.G.

Financial Statements for the FY 2023 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the FY 2023 Budget Year. This period includes July 1, 2022, through June 30, 2023. The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, Chadwick Flyer Trail Phase III Project (CRRSAA), and North Highway 13 Study Project (STBG) Financial Statements. The OTO financials are on a modified cash basis of accounting. Only revenue received and expenses paid during the fiscal year are represented in the various reports.

Section One – Combined Financial Statements

- Statement of Financial Position
 - The Current Assets were \$441,311.16 on June 30, 2023. In addition, there was \$240,037.66 in outstanding Grant Revenue Receivables on June 30, 2023, for a total fund balance of \$681,348.82.
- The Operating Fund Balance Report shows the OTO had a fund balance of \$436,017.47 at the end of June. This balance is within the 6-month range set for expenses. The report shows the available bank balances as of June 30, 2023.
- Statement of Financial Income and Expense
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$1,483,620.16. The total OTO expenditures for all projects and operations were \$1,397,535.82.

Section Two – Operations Financial Statements

- Profit and Loss Statement
During this period, expenses exceeded revenue in the amount of \$161,369 during the fiscal year.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$1,397,568.91 for the budget year. Actual expenses at the end of FY 2023 are \$1,147,939.88. This is 82.14% of budgeted expenses.

Section Three – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual
The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 77.5% of

the budgeted \$1,503,852.91. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$40,337.69 of in-Kind match income during FY 2023. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – FY 2023*

This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

Section Four – Chadwick Flyer Trail Phase III (CRRSAA) Project

- *Profit and Loss Statement*

During this period, revenue exceeded expenses in the amount of \$145,949.28. The OTO received revenue in the amount of \$186,484 for the sale of the existing rail ties to be utilized later on the Chadwick Flyer Trail.

- *Budget vs. Actual*

The OTO budgeted expenses in the amount of \$1,200,000 for the budget year. Actual expenses at the end of FY 2023 are \$74,609.58. The construction phase of the project was delayed and began in June 2023 with the project scheduled to be completed in October 2023.

Section Five – North Highway 13 Study (STBG) Project

- *Profit and Loss Statement*

During this period, revenue exceeded expenses in the amount of \$101,504.19. The OTO received outstanding grant reimbursements from expenses submitted to MoDOT in FY 2022.

- *Budget vs. Actual*

The OTO budgeted expenses in the amount of \$78,644.09 for the budget year. Actual expenses at the end of FY 2023 are \$133,649.09. The project began in FY 2022 and was completed in FY 2023. The full reimbursement for the project was received in FY 2023 for \$235,153.28.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to accept the Financial Statements for the FY 2023 Budget Year.”

OR

“Move to return to staff the Financial Statements for the FY 2023 Budget Year in order to...”

OTO Combined Financial Statements

**Includes Statement of Financial Position, Fund Balance Report, and
Statement of Financial Income and Expense covering all revenue and
operating and project expense.**



Ozarks Transportation Organization
Statement of Financial Position
As of June 30, 2023

	<u>Jun 30, 23</u>	<u>Jun 30, 22</u>	<u>\$ Change</u>	<u>% Change</u>
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	\$327,567.52	\$0.00	327,567.52	100.0%
Arvest Bank Special Projects	\$113,743.64	\$0.00	113,743.64	100.0%
ICS Depositor Control Account	\$0.00	\$300,591.59	-300,591.59	-100.0%
Southern Bank--Money Market	\$0.00	\$20,953.45	-20,953.45	-100.0%
Southern Bank-Sm Bus Checking	\$0.00	\$32,490.48	-32,490.48	-100.0%
Total Checking/Savings	<u>\$441,311.16</u>	<u>\$354,035.52</u>	<u>87,275.64</u>	<u>24.65%</u>
Total Current Assets	<u>\$441,311.16</u>	<u>\$354,035.52</u>	<u>87,275.64</u>	<u>24.65%</u>
TOTAL ASSETS	<u>\$441,311.16</u>	<u>\$354,035.52</u>	<u>87,275.64</u>	<u>24.65%</u>
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Credit Cards				
Arvest Bank Purchasing Card	\$5,035.55	\$0.00	5,035.55	100.0%
Central Bank--Purchasing Card	\$411.10	\$4,603.90	-4,192.80	-91.07%
Total Credit Cards	<u>\$5,446.65</u>	<u>\$4,603.90</u>	<u>842.75</u>	<u>18.31%</u>
Other Current Liabilities	<u>-\$152.96</u>	<u>-\$501.51</u>	<u>348.55</u>	<u>69.5%</u>
Total Current Liabilities	<u>\$5,293.69</u>	<u>\$4,102.39</u>	<u>1,191.30</u>	<u>29.04%</u>
Total Liabilities	<u>\$5,293.69</u>	<u>\$4,102.39</u>	<u>1,191.30</u>	<u>29.04%</u>
Equity				
Unrestricted Net Assets	\$349,933.13	\$454,837.53	-104,904.40	-23.06%
Net Income	\$86,084.34	-\$104,904.40	190,988.74	182.06%
Total Equity	<u>\$436,017.47</u>	<u>\$349,933.13</u>	<u>86,084.34</u>	<u>24.6%</u>
TOTAL LIABILITIES & EQUITY	<u>\$441,311.16</u>	<u>\$354,035.52</u>	<u>87,275.64</u>	<u>24.65%</u>
Grant Revenue Receivable 6/30	<u>\$240,037.66</u>	<u>\$202,222.60</u>		
TOTAL FUND BALANCE	<u>\$681,348.82</u>	<u>\$556,258.12</u>		

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2023

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Southern Bank Checking Balance	Arvest Operational	Arvest Special Projects	Total Balance
7/31/2022	\$200,797.67	\$10,956.54	\$73,965.79			\$285,720.00
8/31/2022	\$351,024.71	\$10,961.19	\$186,151.23			\$548,137.13
9/30/2022	\$351,429.81	\$10,966.07	\$41,103.41			\$403,499.29
10/31/2022	\$291,892.07	\$10,973.06	\$64,044.86			\$366,909.99
11/30/2022	\$192,214.39	\$10,979.82	\$162,426.53	\$99,862.14	\$186,628.34	\$652,111.22
12/31/2022	\$192,214.39	\$10,987.57	\$9,883.55	\$449,777.80	\$186,921.58	\$849,784.89
1/31/2023	\$0.00	\$10,996.90	\$5,873.88	\$497,312.22	\$187,215.28	\$701,398.28
2/28/2023	\$0.00	\$11,005.34	\$4,254.43	\$450,387.90	\$144,861.87	\$610,509.54
3/31/2023	\$0.00	\$0.00	\$0.00	\$492,681.81	\$145,089.48	\$637,771.29
4/30/2023	\$0.00	\$0.00	\$0.00	\$388,074.30	\$145,310.00	\$533,384.30
5/31/2023	\$0.00	\$0.00	\$0.00	\$305,219.45	\$145,538.42	\$450,757.87
6/30/2023	\$0.00	\$0.00	\$0.00	\$356,317.52	\$145,759.72	\$502,077.24

Balance After Liabilities

Arvest Bank Balances 6/30/2023	\$502,077.24
Outstanding Checking Withdrawals	-\$60,766.08
Other Outstanding Liabilities	-\$5,293.69
Total Equity 6/30/2023	\$436,017.47

FY 2023 UPWP Budget	\$1,499,252.91
3 months of expenses	\$374,813.23
6 months of expenses	\$749,626.46

Ozarks Transportation Organization
Statement of Financial Income and Expense
July 2022 through June 2023

	Operations	UPWP Inkind	Chadwick Flyer Trail Phase III	North Highway 13 Study	TOTAL
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match, Donated Direct C	0.00	27,185.15	0.00	0.00	27,185.15
Interest Income	8,249.48	0.00	0.00	0.00	8,249.48
Miscellaneous Revenue	618.37	0.00	186,484.00	0.00	187,102.37
Total Other Types of Income	8,867.85	27,185.15	186,484.00	0.00	222,537.00
OTO Revenue					
Consolidated Planning Grant CPG	705,187.07	0.00	0.00	0.00	705,187.07
In Kind Match, Meeting Attend	0.00	14,152.42	0.00	0.00	14,152.42
Local Jurisdiction Match Funds	154,407.22	0.00	0.00	0.00	154,407.22
Local Jurisdiction Study Fees	8,000.00	0.00	0.00	0.00	8,000.00
N Hwy 13 Corridor Study Match	0.00	0.00	0.00	-665.96	-665.96
N Hwy 13 Corridor Study STBG	0.00	0.00	0.00	235,819.24	235,819.24
Surface Trans Block Grant	110,108.61	0.00	34,074.56	0.00	144,183.17
Total OTO Revenue	977,702.90	14,152.42	34,074.56	235,153.28	1,261,083.16
Total Income	986,570.75	41,337.57	220,558.56	235,153.28	1,483,620.16
Gross Profit	986,570.75	41,337.57	220,558.56	235,153.28	1,483,620.16
Expense					
Bank Fees	435.00	0.00	0.00	0.00	435.00
Building					
Building Lease	54,060.00	0.00	0.00	0.00	54,060.00
Common Area Main Exp	22,367.21	0.00	0.00	0.00	22,367.21
Maintenance	908.00	0.00	0.00	0.00	908.00
Office Cleaning	3,995.08	0.00	0.00	0.00	3,995.08
Utilities	3,237.62	0.00	0.00	0.00	3,237.62
Total Building	84,567.91	0.00	0.00	0.00	84,567.91
Commodities					
Office Supplies/Furniture	2,436.68	0.00	0.00	0.00	2,436.68
OTO Promotional Items	3,971.34	0.00	0.00	0.00	3,971.34
Public Input Promotional Items	24.95	0.00	0.00	0.00	24.95
Publications	564.24	0.00	0.00	0.00	564.24
Total Commodities	6,997.21	0.00	0.00	0.00	6,997.21
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	0.00	28,413.10	0.00	0.00	28,413.10
Member Attendance at Meetings	0.00	12,924.47	0.00	0.00	12,924.47
Total In-Kind Match Expense	0.00	41,337.57	0.00	0.00	41,337.57
Information Technology					
Computer Upgrades/Equip Replace	10,778.43	0.00	0.00	0.00	10,778.43
Data Storage/Backup	315.00	0.00	0.00	0.00	315.00
GIS Licenses	6,363.00	0.00	0.00	0.00	6,363.00
IT Maintenance Contract	11,829.45	0.00	0.00	0.00	11,829.45
Software	3,065.31	0.00	0.00	0.00	3,065.31
Webhosting	2,539.66	0.00	0.00	0.00	2,539.66
Total Information Technology	34,890.85	0.00	0.00	0.00	34,890.85
Insurance					
Directors & Officers	2,493.00	0.00	0.00	0.00	2,493.00
Errors & Omissions	4,536.00	0.00	0.00	0.00	4,536.00
General Liability/Property	3,003.00	0.00	0.00	0.00	3,003.00
Network Defender	245.00	0.00	0.00	0.00	245.00
Workers Compensation	1,102.00	0.00	0.00	0.00	1,102.00
Total Insurance	11,379.00	0.00	0.00	0.00	11,379.00

	Operations	UPWP Inkind	Chadwick Flyer Trail Phase III	North Highway 13 Study	TOTAL
	Operations	UPWP Inkind	Chadwick Flyer Trail Phase III	North Highway 13 Study	TOTAL
Operating					
Copy Machine Lease	13,205.41	0.00	0.00	0.00	13,205.41
Dues/Memberships	6,316.55	0.00	0.00	0.00	6,316.55
Education/Training/Travel	23,809.64	0.00	0.00	0.00	23,809.64
Food/Meeting Expense	5,730.91	0.00	0.00	0.00	5,730.91
Legal/Bid Notices	973.04	0.00	0.00	0.00	973.04
Postage/Postal Services	549.24	0.00	0.00	0.00	549.24
Printing/Mapping Services	1,072.35	0.00	0.00	0.00	1,072.35
Staff Mileage Reimbursement	3,511.68	0.00	0.00	0.00	3,511.68
Telephone/Internet	6,951.80	0.00	0.00	0.00	6,951.80
Total Operating	62,120.62	0.00	0.00	0.00	62,120.62
Personnel					
Mobile Data Plans	2,310.00	0.00	0.00	0.00	2,310.00
Payroll Services	3,051.45	0.00	0.00	0.00	3,051.45
Salaries and Fringe	727,144.64	0.00	0.00	0.00	727,144.64
Total Personnel	732,506.09	0.00	0.00	0.00	732,506.09
Services					
Aerial Photos	25,000.00	0.00	0.00	0.00	25,000.00
Data Acquisition	15,450.00	0.00	0.00	0.00	15,450.00
Legislative Education	7,421.17	0.00	0.00	0.00	7,421.17
Long Range Plan Update	0.00	0.00	0.00	0.00	0.00
Professional Services (Legal &	52,628.80	0.00	0.00	0.00	52,628.80
TIP Tool Maintenance	15,190.00	0.00	0.00	0.00	15,190.00
Trail Construction	0.00	0.00	74,609.28	0.00	74,609.28
Trail Counters	4,265.00	0.00	0.00	0.00	4,265.00
Trans Consult/Model Services	95,088.23	0.00	0.00	133,649.09	228,737.32
Total Services	215,043.20	0.00	74,609.28	133,649.09	423,301.57
Total Expense	1,147,939.88	41,337.57	74,609.28	133,649.09	1,397,535.82
Net Ordinary Income	-161,369.13	0.00	145,949.28	101,504.19	86,084.34
Net Income	-161,369.13	0.00	145,949.28	101,504.19	86,084.34

Operational Financial Reports

Excludes the special project grant budgets and in-kind.



Ozarks Transportation Organization
Operations Profit & Loss
 July 2022 through June 2023

		<u>Jul '22 - Jun 23</u>
Ordinary Income/Expense		
Other Types of Income		
	Interest Income	8,249.48
	Miscellaneous Revenue	618.37
	Total Other Types of Income	<u>8,867.85</u>
OTO Revenue		
	Consolidated Planning Grant CPG	705,187.07
	Local Jurisdiction Match Funds	154,407.22
	Local Jurisdiction Study Fees	8,000.00
	Surface Trans Block Grant	110,108.61
	Total OTO Revenue	<u>977,702.90</u>
		<u>986,570.75</u>
Gross Profit		<u>986,570.75</u>
Bank Fees		435.00
Building		
	Building Lease	54,060.00
	Common Area Main Exp	22,367.21
	Maintenance	908.00
	Office Cleaning	3,995.08
	Utilities	3,237.62
	Total Building	<u>84,567.91</u>
Commodities		
	Office Supplies/Furniture	2,436.68
	OTO Promotional Items	3,971.34
	Public Input Promotional Items	24.95
	Publications	564.24
	Total Commodities	<u>6,997.21</u>
Information Technology		
	Computer Upgrades/Equip Replace	10,778.43
	Data Storage/Backup	315.00
	GIS Licenses	6,363.00
	IT Maintenance Contract	11,829.45
	Software	3,065.31
	Webhosting	2,539.66
	Total Information Technology	<u>34,890.85</u>
Insurance		
	Directors & Officers	2,493.00
	Errors & Omissions	4,536.00
	General Liability/Property	3,003.00
	Network Defender	245.00
	Workers Compensation	1,102.00
	Total Insurance	<u>11,379.00</u>

		<u>Jul '22 - Jun 23</u>
Operating		
	Copy Machine Lease	13,205.41
	Dues/Memberships	6,316.55
	Education/Training/Travel	23,809.64
	Food/Meeting Expense	5,730.91
	Legal/Bid Notices	973.04
	Postage/Postal Services	549.24
	Printing/Mapping Services	1,072.35
	Staff Mileage Reimbursement	3,511.68
	Telephone/Internet	6,951.80
Total Operating		<u>62,120.62</u>
Personnel		
	Mobile Data Plans	2,310.00
	Payroll Services	3,051.45
	Salaries and Fringe	727,144.64
Total Personnel		<u>732,506.09</u>
Services		
	Aerial Photos	25,000.00
	Data Acquisition	15,450.00
	Legislative Education	7,421.17
	Long Range Plan Update	0.00
	Professional Services (Legal &	52,628.80
	TIP Tool Maintenance	15,190.00
	Trail Counters	4,265.00
	Trans Consult/Model Services	95,088.23
Total Services		<u>215,043.20</u>
Total Expense		<u>1,147,939.88</u>
Net Ordinary Income		<u>-161,369.13</u>
Net Income		<u><u>-161,369.13</u></u>

Ozarks Transportation Organization
Operations Budget vs. Actual
July 2022 through June 2023

	<u>Jul '22 - Jun 23</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	8,249.48	2,000.00	6,249.48	412.47%
Miscellaneous Revenue	618.37	250.00	368.37	247.35%
Total Other Types of Income	<u>8,867.85</u>	<u>2,250.00</u>	<u>6,617.85</u>	<u>394.13%</u>
OTO Revenue				
Consolidated Planning Grant CPG	705,187.07	925,953.00	-220,765.93	76.16%
CRRSAA Funds	0.00	0.00	0.00	0.0%
Local Jurisdiction Match Funds	154,407.22	161,276.00	-6,868.78	95.74%
Local Jurisdiction Study Fees	8,000.00	14,500.00	-6,500.00	55.17%
Surface Trans Block Grant	110,108.61	231,525.00	-121,416.39	47.56%
Total OTO Revenue	<u>977,702.90</u>	<u>1,333,254.00</u>	<u>-355,551.10</u>	<u>73.33%</u>
Total Income	<u>986,570.75</u>	<u>1,335,504.00</u>	<u>-348,933.25</u>	<u>73.87%</u>
Gross Profit	986,570.75	1,335,504.00	-348,933.25	73.87%
Expense				
Bank Fees	435.00	22.00	413.00	1,977.27%
Building				
Building Lease	54,060.00	54,060.00	0.00	100.0%
Common Area Main Exp	22,367.21	18,000.00	4,367.21	124.26%
Maintenance	908.00	2,000.00	-1,092.00	45.4%
Office Cleaning	3,995.08	4,500.00	-504.92	88.78%
Utilities	3,237.62	3,500.00	-262.38	92.5%
Total Building	<u>84,567.91</u>	<u>82,060.00</u>	<u>2,507.91</u>	<u>103.06%</u>
Commodities				
Office Supplies/Furniture	2,436.68	7,500.00	-5,063.32	32.49%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	3,971.34	3,000.00	971.34	132.38%
Public Input Promotional Items	24.95	2,500.00	-2,475.05	1.0%
Publications	564.24	1,000.00	-435.76	56.42%
Total Commodities	<u>6,997.21</u>	<u>16,500.00</u>	<u>-9,502.79</u>	<u>42.41%</u>

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	10,778.43	12,000.00	-1,221.57	89.82%
Data Storage/Backup	315.00	4,800.00	-4,485.00	6.56%
GIS Licenses	6,363.00	6,100.00	263.00	104.31%
IT Maintenance Contract	11,829.45	12,800.00	-970.55	92.42%
Software	3,065.31	7,000.00	-3,934.69	43.79%
Webhosting	2,539.66	4,000.00	-1,460.34	63.49%
Total Information Technology	34,890.85	46,700.00	-11,809.15	74.71%
Insurance				
Automobile Insurance	0.00	0.00	0.00	0.0%
Directors & Officers	2,493.00	2,600.00	-107.00	95.89%
Errors & Omissions	4,536.00	3,300.00	1,236.00	137.46%
General Liability/Property	3,003.00	3,000.00	3.00	100.1%
Network Defender	245.00	0.00	245.00	100.0%
Workers Compensation	1,102.00	1,800.00	-698.00	61.22%
Insurance - Other	0.00	2,000.00	-2,000.00	0.0%
Total Insurance	11,379.00	12,700.00	-1,321.00	89.6%
Operating				
Copy Machine Lease	13,205.41	12,500.00	705.41	105.64%
Dues/Memberships	6,316.55	9,500.00	-3,183.45	66.49%
Education/Training/Travel	23,809.64	26,000.00	-2,190.36	91.58%
Food/Meeting Expense	5,730.91	9,500.00	-3,769.09	60.33%
Legal/Bid Notices	973.04	1,500.00	-526.96	64.87%
Postage/Postal Services	549.24	700.00	-150.76	78.46%
Printing/Mapping Services	1,072.35	4,000.00	-2,927.65	26.81%
Public Input Event Registration	0.00	800.00	-800.00	0.0%
Staff Mileage Reimbursement	3,511.68	3,200.00	311.68	109.74%
Telephone/Internet	6,951.80	6,800.00	151.80	102.23%
Vehicle	0.00	0.00	0.00	0.0%
Vehicle Maintenance/Fuel	0.00	0.00	0.00	0.0%
Total Operating	62,120.62	74,500.00	-12,379.38	83.38%

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	2,310.00	2,700.00	-390.00	85.56%
Payroll Services	3,051.45	4,000.00	-948.55	76.29%
Salaries and Fringe	727,144.64	750,803.00	-23,658.36	96.85%
Total Personnel	732,506.09	757,503.00	-24,996.91	96.7%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	15,450.00	21,000.00	-5,550.00	73.57%
Legislative Education	7,421.17	7,000.00	421.17	106.02%
Long Range Plan Update	0.00			
Professional Services (Legal &	52,628.80	55,000.00	-2,371.20	95.69%
Rideshare	0.00	500.00	-500.00	0.0%
TIP Tool Maintenance	15,190.00	15,228.00	-38.00	99.75%
Trail Counters	4,265.00	5,000.00	-735.00	85.3%
Trans Consult/Model Services	95,088.23	261,355.91	-166,267.68	36.38%
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
Total Services	215,043.20	407,583.91	-192,540.71	52.76%
Total Expense	1,147,939.88	1,397,568.91	-249,629.03	82.14%
Net Ordinary Income	-161,369.13	-62,064.91	-99,304.22	260.0%
Net Income	-161,369.13	-62,064.91	-99,304.22	260.0%

Unified Planning Work Program (UPWP) Financial Reports

OTO UPWP Grant Expenses are included in the OTO Operational Budget, but this report includes the In-Kind and grant only expenses to match the UPWP (OTO Consolidated Planning Grant) Budget.



Ozarks Transportation Organization
UPWP Profit & Loss
July 2022 through June 2023

	Jul '22 - Jun 23
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	26,185.27
Interest Income	8,191.41
Miscellaneous Revenue	324.00
Total Other Types of Income	34,700.68
OTO Revenue	
Consolidated Planning Grant CPG	705,187.07
In Kind Match, Meeting Attend	14,152.42
Local Jurisdiction Match Funds	154,407.22
Local Jurisdiction Study Fees	8,000.00
Surface Trans Block Grant	110,108.61
Total OTO Revenue	991,855.32
Total Income	1,026,556.00
Gross Profit	1,026,556.00
Expense	
Building	
Building Lease	54,060.00
Common Area Main Exp	22,367.21
Maintenance	908.00
Office Cleaning	3,995.08
Utilities	3,237.62
Total Building	84,567.91
Commodities	
Office Supplies/Furniture	2,384.65
Public Input Promotional Items	24.95
Publications	564.24
Total Commodities	2,973.84
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	27,413.22
Member Attendance at Meetings	12,924.47
Total In-Kind Match Expense	40,337.69
Information Technology	
Computer Upgrades/Equip Replace	10,778.43
Data Storage/Backup	315.00
GIS Licenses	6,363.00
IT Maintenance Contract	11,829.45
Software	3,503.31
Webhosting	2,539.66
Total Information Technology	35,328.85
Insurance	
Directors & Officers	2,493.00
Errors & Omissions	4,536.00
General Liability/Property	3,003.00
Network Defender	245.00
Workers Compensation	1,102.00
Total Insurance	11,379.00

Ozarks Transportation Organization
UPWP Profit & Loss
July 2022 through June 2023

	Jul '22 - Jun 23
Operating	
Copy Machine Lease	
Lease Interest Expense	16.00
Lease Principal Expense	135.25
Maintenance for Copier	52.00
Toner & Overages	73.11
Copy Machine Lease - Other	12,929.05
Total Copy Machine Lease	13,205.41
Dues/Memberships	5,530.67
Education/Training/Travel	
Hotel	3,572.13
Training	160.00
Transportation	2,767.91
Education/Training/Travel - Other	13,706.12
Total Education/Training/Travel	20,206.16
Food/Meeting Expense	5,065.24
Legal/Bid Notices	973.04
Postage/Postal Services	444.24
Printing/Mapping Services	1,072.35
Staff Mileage Reimbursement	3,511.68
Telephone/Internet	6,951.80
Total Operating	56,960.59
Personnel	
Mobile Data Plans	2,310.00
Payroll Services	2,994.89
Salaries and Fringe	
Health,Dental,Vision & Life Ins	
Employee Family Contribution	-18,334.08
Health,Dental,Vision & Life Ins - Other	91,076.79
Total Health,Dental,Vision & Life Ins	72,742.71
Payroll Tax Expense	41,355.59
Pension Expense	53,006.50
Salaries/Fringe	557,023.13
Salaries and Fringe - Other	1,345.00
Total Salaries and Fringe	725,472.93
Total Personnel	730,777.82
Services	
Aerial Photos	25,000.00
Data Acquisition	15,450.00
Long Range Plan Update	0.00
Professional Services (Legal &	52,628.80
TIP Tool Maintenance	15,190.00
Trail Counters	4,265.00
Trans Consult/Model Services	90,088.23
Total Services	202,622.03
Total Expense	1,164,947.73
Net Ordinary Income	-138,391.73
Net Income	-138,391.73

Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2022 through June 2023

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	26,185.27	118,806.00	-92,620.73	22.0%
Interest Income	8,191.41	0.00	8,191.41	100.0%
Miscellaneous Revenue	324.00	250.00	74.00	129.6%
Total Other Types of Income	34,700.68	119,056.00	-84,355.32	29.1%
OTO Revenue				
Consolidated Planning Grant CPG	705,187.07	925,953.00	-220,765.93	76.2%
CRRSAA Funds	0.00	0.00	0.00	0.0%
In Kind Match, Meeting Attend	14,152.42			
Local Jurisdiction Match Funds	154,407.22	161,276.00	-6,868.78	95.7%
Local Jurisdiction Study Fees	8,000.00	14,500.00	-6,500.00	55.2%
Surface Trans Block Grant	110,108.61	231,525.00	-121,416.39	47.6%
Total OTO Revenue	991,855.32	1,333,254.00	-341,398.68	74.4%
Total Income	1,026,556.00	1,452,310.00	-425,754.00	70.7%
Gross Profit	1,026,556.00	1,452,310.00	-425,754.00	70.7%
Expense				
Building				
Building Lease	54,060.00	54,060.00	0.00	100.0%
Common Area Main Exp	22,367.21	18,000.00	4,367.21	124.3%
Maintenance	908.00	2,000.00	-1,092.00	45.4%
Office Cleaning	3,995.08	4,500.00	-504.92	88.8%
Utilities	3,237.62	3,500.00	-262.38	92.5%
Total Building	84,567.91	82,060.00	2,507.91	103.1%
Commodities				
Office Supplies/Furniture	2,384.65	7,500.00	-5,115.35	31.8%
Public Input Promotional Items	24.95	2,500.00	-2,475.05	1.0%
Publications	564.24	1,000.00	-435.76	56.4%
Total Commodities	2,973.84	11,000.00	-8,026.16	27.0%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	27,413.22	82,806.00	-55,392.78	33.1%
Member Attendance at Meetings	12,924.47	36,000.00	-23,075.53	35.9%
Total In-Kind Match Expense	40,337.69	118,806.00	-78,468.31	34.0%

Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2022 through June 2023

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	10,778.43	12,000.00	-1,221.57	89.8%
Data Storage/Backup	315.00	4,800.00	-4,485.00	6.6%
GIS Licenses	6,363.00	6,100.00	263.00	104.3%
IT Maintenance Contract	11,829.45	12,800.00	-970.55	92.4%
Software	3,503.31	7,000.00	-3,496.69	50.0%
Webhosting	2,539.66	4,000.00	-1,460.34	63.5%
Total Information Technology	35,328.85	46,700.00	-11,371.15	75.7%
Insurance				
Automobile Insurance	0.00	0.00	0.00	0.0%
Directors & Officers	2,493.00	2,600.00	-107.00	95.9%
Errors & Omissions	4,536.00	3,300.00	1,236.00	137.5%
General Liability/Property	3,003.00	3,000.00	3.00	100.1%
Network Defender	245.00	0.00	245.00	100.0%
Workers Compensation	1,102.00	1,800.00	-698.00	61.2%
Insurance - Other	0.00	2,000.00	-2,000.00	0.0%
Total Insurance	11,379.00	12,700.00	-1,321.00	89.6%
Operating				
Copy Machine Lease	13,205.41	12,500.00	705.41	105.6%
Dues/Memberships	5,530.67	9,500.00	-3,969.33	58.2%
Education/Training/Travel	20,206.16	26,000.00	-5,793.84	77.7%
Food/Meeting Expense	5,065.24	9,500.00	-4,434.76	53.3%
Legal/Bid Notices	973.04	1,500.00	-526.96	64.9%
Postage/Postal Services	444.24	700.00	-255.76	63.5%
Printing/Mapping Services	1,072.35	4,000.00	-2,927.65	26.8%
Public Input Event Registration	0.00	800.00	-800.00	0.0%
Staff Mileage Reimbursement	3,511.68	3,200.00	311.68	109.7%
Telephone/Internet	6,951.80	6,800.00	151.80	102.2%
Vehicle	0.00	0.00	0.00	0.0%
Vehicle Maintenance/Fuel	0.00	0.00	0.00	0.0%
Total Operating	56,960.59	74,500.00	-17,539.41	76.5%
Personnel				
Mobile Data Plans	2,310.00	2,700.00	-390.00	85.6%
Payroll Services	2,994.89	4,000.00	-1,005.11	74.9%
Salaries and Fringe	725,472.93	750,803.00	-25,330.07	96.6%
Total Personnel	730,777.82	757,503.00	-26,725.18	96.5%

Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2022 through June 2023

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	15,450.00	21,000.00	-5,550.00	73.6%
Long Range Plan Update	0.00			
Professional Services (Legal & Rideshare	52,628.80	55,000.00	-2,371.20	95.7%
TIP Tool Maintenance	0.00	500.00	-500.00	0.0%
Trail Counters	15,190.00	15,228.00	-38.00	99.8%
Trans Consult/Model Services	4,265.00	5,000.00	-735.00	85.3%
Travel Demand Model Update	90,088.23	261,355.91	-171,267.68	34.5%
Travel Sensing & Time Serv Proj	0.00	15,000.00	-15,000.00	0.0%
	0.00	2,500.00	-2,500.00	0.0%
Total Services	202,622.03	400,583.91	-197,961.88	50.6%
Total Expense	1,164,947.73	1,503,852.91	-338,905.18	77.5%
Net Ordinary Income	-138,391.73	-51,542.91	-86,848.82	268.5%
Net Income	-138,391.73	-51,542.91	-86,848.82	268.5%

Ozarks Transportation Organization

Unified Planning Work Program Year-End Report

Period July 1, 2022 to June 30, 2023

Task 1 – OTO General Administration (100% Complete)

1.1 Financial and Contract Management

OTO prepared and presented the FY 2022 year-end financial reports and FY 2023 quarterly reports. OTO staff maintained the monthly budget and accounting functions. All outstanding dues were received for FY 2022. FY 2023 Dues Statements were mailed. The FY 2024 Operational and UPWP budgets were presented and approved by the Board of Directors in May 2023.

1.2 Financial Audit

The Board of Directors accepted the FY 2022 Independent Financial Statement Audit at its January Board meeting. There were findings or action items as a result of the audit. The OTO auditor submitted the Single Audit to the Federal Clearing House. Fraud awareness training was conducted for staff.

1.3 Unified Planning Work Program

Staff prepared the FY 2022 Year-End Completion Report and submitted it to MoDOT. FY 2023 UPWP 1st through 3rd quarter reports were completed and submitted to MoDOT for review. Invoices were submitted for each month of June 2022 through May 2023. The draft UPWP was prepared and presented to the UPWP subcommittee, Technical Planning Committee, and the Board of Directors. The FY 2024 UPWP was adopted and the CPG/STBG agreement executed with MoDOT.

1.4 Travel and Training

Staff attended many free and low cost online and virtual trainings related to transportation planning, professional development, and environmental justice. In-state travel included the Missouri Transit Association meetings, Missouri Recreational Trails Committee, MoDOT and MHTC meetings, and trips to Jefferson City. Training that required overnight travel included the AMPO National Conference.

1.5 General Administration and Personnel

Staff tracked and monitored contracts and payments. Chadwick Flyer Phase III Railroad Removal and Surplus contract, as well as the construction contract, were developed and executed (Chadwick Flyer project was billed to STBG-U funds). Contracts were also drafted and executed for the Route FF Extension Study and Route 66 Trail Alignment Study. Biweekly payrolls were prepared and processed. Open enrollment for 2023 employee benefits was conducted.

1.6 Electronic Support for OTO Operations

Staff maintained the www.ozarkstransportation.org and www.giveusyourinput.org websites and maintained the Twitter and Facebook accounts with online updates, as well as maintained project specific websites and domains. Software subscriptions were maintained. Selected and transitioned to new managed network services firm. Conducted IT security and compliance audit. Reviewed and implemented security and compliance actions.

1.7 MPO Compliance and Certification

With adoption of the FY 2023-2026 Transportation Improvement Program, passed planning self-certification resolution. Reviewed and provided additional edits for the MPO Handbook. Staff serves on development committee. Staff worked to ensure that work products were compliant with relevant metropolitan planning regulations.

Task 2 – Coordination and Public Engagement (89% Complete)

2.1 OTO Committee Support

Six Board of Directors meetings, nine regularly scheduled Technical Planning Committee meetings and e-meetings, and six Executive Committee meetings were held. Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Meeting Minutes
- *Destination 2045* Amendment 2
- FY 2023-2026 Transportation Improvement Program
- Planning Process and Financial Capacity Certifications
- Financial Statements for FY 2022 and FY 2023
- FY 2023 Operational Budget Amendment One
- Annual Listing of Obligated Projects
- FY 2023-2026 TIP Amendment One through 6
- FY 2023 UPWP Amendment One
- Funding Plan for CRP and TAP Funding
- Acceptance of the completed North 13 Study
- Resolutions and Certifications for the Christian County and City of Springfield Bridge Bundle Projects
- Chadwick Flyer US65 Crossing Funding and Support
- Federal Discretionary Grant Support – City of Springfield
- FY 2024-2028 STIP Priorities
- Unfunded Needs List
- Unfunded Multimodal Needs List
- 2023 OTO Officers and Executive Committee
- Chadwick Flyer Rail Removal Contract
- Route 66 Trail Alignment Study Contract
- TPC Bylaw Amendment
- TPC Chairman-Elect for 2023
- FY 2022 Independent Financial Statement Audit
- Chadwick Flyer Phase III Bid Packet and Contract Authority
- Federal Functional Classification Change Requests
- National Performance Targets
- MM Corridor RAISE Grant Application
- Route FF Corridor Study

- MoDOT Sidewalk Cost Share Recommendations
- FTA 5310 Funding Recommendations
- STBG-U Advance Agreement Revisions
- FF Extension Alignment Study Agreement
- UPWP Subcommittee Nominations
- TIP Subcommittee
- FY 2024 Unified Planning Work Program and Budget
- FY 2024 Operational Budget
- SS4A Grant Agreement
- Safe Streets and Roads for All Grant Match
- Bicycle and Pedestrian Funding Guidebook and Application
- Electric Vehicle Charger Funding Guidebook and Application

The following items were reviewed:

- 2023-2027 STIP
- 2024-2028 Draft STIP Prioritization Criteria
- 2021 State of Transportation
- Federal Funds Balance Reports – September 30, 2022 and March 31, 2023
- Before and After Roadway Improvement Travel Speed Analysis
- Obligation Limitation
- Conflict of Interest Statements
- Board of Directors Meeting Schedule
- Technical Planning Committee Meeting Schedule
- FY 2024-2028 Draft STIP List
- OTO Growth Trends Report
- FY 2024 Draft Budget
- FY 2023-2026 TIP Administrative Modifications One through Six
- *Destination 2045* Amendment 3
- FY 2024-2027 Draft Transportation Improvement Program
- Public Participation Plan Annual Evaluation
- Draft 2023 Public Participation Plan

Seven meetings were held for the Bicycle and Pedestrian Advisory Committee, and three were held for the Local Coordinating Board for Transit.

2.2 Stakeholder Education and Outreach

Community Partnership of the Ozarks Let's Go Smart Transportation Collaborative
Network for Progress

Ozark Greenways Technical Planning Committee

Missouri Public Transit Association

SGF Yields

Southwest Missouri Coalition for Roadway Safety

Southwest Missouri Council of Governments Board and Transportation Advisory Committee

Springfield Chamber of Commerce Transportation Committee

MoDOT Coordination Meetings continued to be held between OTO Staff and MoDOT Southwest District staff to discuss projects and issues in the region. One coordination meeting was held between OTO, MoDOT District staff, MoDOT Central Office staff, and FHWA. OTO attended the Statewide Planning Partner meeting in February, hosted by MoDOT, and also participated on statewide Planning Partner calls with MoDOT leadership.

2.3 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Shared public comment with Technical Planning Committee, Board of Directors, and any relevant agencies, as well as responded to public comment as appropriate. Implemented the Public Participation Plan by sending out meeting notices and press releases, as well as solicited public comment, including through the OTO website and social media.

Sent out the following meeting notices and press releases:

- FY 2023 UPWP Amendment #1
- Invitation for Informal Bid #004-2022
- Annual Listing of Obligated Projects
- FY 2023-2026 Transportation Improvement Program Amendment One
- *Destination 2045* Amendment Two
- July Board of Directors
- August Executive Committee
- August Technical Planning Committee
- September Board of Directors
- STIP Prioritization
- FY 2023-2026 Transportation Improvement Program Amendment Two
- 5310 Funding Availability
- October Executive Committee
- October Technical Planning Committee
- November Technical Planning Committee E-Meeting
- November Board of Directors
- December Executive Committee
- December Technical Planning Committee
- FY 2024-2027 TIP Public Input
- Safe Streets and Roads for All Grant Award
- FTA Section 5310 Funding Availability
- FTA Section 5310 Funding Selection
- FY 2023-2026 Transportation Improvement Program Amendment Three
- FY 2023-2026 Transportation Improvement Program Amendment Four
- Federal Functional Classification System Changes
- Performance Targets
- Invitation for Sealed Bids – Chadwick Flyer Trail – Phase 3

- January Board of Directors Meeting
- February Executive Committee Meeting
- February Technical Planning Committee Meeting
- March Board of Directors Meeting
- April Executive Committee Meeting
- April Technical Planning Committee
- May Technical Planning Committee E-Meeting
- May Board of Directors Meeting
- Public Participation Plan Public Comment Period
- Draft FY 2024 Unified Planning Work Program
- TIP Amendment Number 5
- FY 2024-2027 Transportation Improvement Program (TIP)
- FTA 5310 Call for Projects
- Route 66 Corridor Study Public Meeting

Completed the annual Public Participation Plan evaluation for 2022. The evaluation is comprised of action items and a set of performance measures to track the effectiveness of outreach efforts. The OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

A draft update of the Public Participation Plan was completed. OTO updates the PPP every three years. The PPP was considered by the Technical Planning Committee at its June 2023 meeting and will be presented to the Board at its July 2023 meeting.

2.4 Civil Rights Compliance

Maintained page on OTO website for Civil Rights and Title VI related plans and data. Provided feedback on MoDOT's proposed DBE plan. Completed MoDOT's annual Title VI questionnaire and semi-annual DBE reports. Continued work on script development to automate the annual update of ACS five-year estimates for disadvantaged groups using the data.census.gov API within hex bins to maintain online apps and resources, including the Equity Index mapping tool. Further developed environmental justice analysis in FY 2024-2027 Transportation Improvement Program, including online maps comparing EJ populations to TIP projects.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 260.86 committee hours were reported.

1st Quarter – 72.6

2nd Quarter – 55.82

3rd Quarter – 80.14

4th Quarter – 52.3

Task 3 – Planning and Implementation (89% Complete)

3.1 Long Range Transportation Plan

Amendment Two to *Destination 2045* was approved by the Board of Directors and submitted to MoDOT. Amendment Three was prepared and presented to the Technical Planning Committee with approval by the Board in FY 2024. Amendments included Major Thoroughfare Plan, funding, project, and trail map updates. TIP projects added through amendment were confirmed to be in the LRTP. Work continued on implementation of the LRTP. Worked with City of Springfield to develop a scope for regional street typologies to accompany their transportation plan update. Provided Major Thoroughfare Plan & Trail Status GIS files to City of Nixa Planning & Development department. Reviewed Urban Area update impacts.

3.2 Performance Measures

OTO continued to participate on the MoDOT Performance Measures Coordination calls. Discussed schedule and reporting of targets with MODOT. Targets for Safety, System Condition, System Performance, Transit Safety, and Transit Asset Management were approved by the Board of Directors and shared with MoDOT. The FY 2024-2027 TIP included summaries of projects that support the set targets. Participated in meetings to discuss the next update of the Community Focus Report and developed the draft transportation section. The State of Transportation report, which outlines locally determined performance targets from *Destination 2045*, was produced, along with an infographic summarizing target progress. Reviewed NPRM (notice of proposed rulemaking), researched information, and provided comments regarding the proposed greenhouse gas emissions performance measures. Analyzed and processed travel speed data from Acyclica, INRIX, and HERE for annual performance measure tracking.

3.3 Congestion Management Process Implementation

Completed an historical speed assessment looking at before/after impacts of major constructions projects from 2017 to August 2022. Reviewed data to support the congestion management process, as well as vendors for infrastructure-based data sets. Met with MoDOT and City of Springfield to discuss opportunities for data sharing. Data was processed for use in the next CMP update. Acquired membership with RITIS at the University of Maryland CATT Lab to store and access HERE higher resolution data, already acquired by MoDOT. Provided City of Nixa staff with the value of travel time savings for completed Hwy 14 project.

3.4 Federal Functional Classification Maintenance and Updates

Issued a call for changes in September 2022. Two changes were presented to the Board of Directors for the Federal Functional Classification System in the City of Republic.

3.5 Active Transportation Planning and Implementation

Seven Bicycle and Pedestrian Advisory Committee meetings were held. The committee finalized the CY 21 Bicycle and Pedestrian Implementation Report, discussed, finalized, and issued a OTO/MoDOT sidewalk cost share program application, reviewed the initial results of a pedestrian safety analysis, and began developing a regional trail map. Recommended the 2022 MoDOT Multimodal Unfunded Needs List. Issued a Request for Expressions of Interest in Trail and Sidewalk Funding to gauge community demand for construction funds. Reviewed submissions for the trail expressions of interest and

recommended projects for funding utilizing STBG-U set-aside (TAP) and CRP programs. Membership and chair positions were set for 2023. Addressed scoring and application changes for Bike/Ped infrastructure funding, a draft trail map, and awarding funding for the sidewalk cost share program. In development of a trail map, created a new layout in the Trail Plan project; measured trail widths; classified segments as “trail,” “sidewalk connector,” or “gap.” Awarded bicycle and pedestrian infrastructure funding, finalized by the Board in July 2023.

3.6 Freight Planning

Discussed updates to Critical Urban and Rural Freight Corridors with MoDOT Multimodal Division. Participated in webinar on Overview of Freight Analysis Framework 5 (FAF5) Base Year/Forecasted Data and Web-Based Data Tool Demonstration. Participated in MoDOT State Freight Plan Guidance webinar. Reviewed changes for critical urban freight corridors.

3.7 Air Quality Planning

Participated with the Ozarks Clean Air Alliance. OCAA meets monthly and monitors local air quality, reviews MDNR (Missouri Department of Natural Resources) activities, and monitors MDNR VW Trust funding opportunities. Met with St. Louis and Kansas City Clean Cities organizations to propose how a statewide Clean Cities program can accommodate OCAA.

Reviewed weekly ozone monitor reports. Participated in EPA Advance Program Partner Meetings. Met with OCAA leadership and EPA staff for an Advance Partner Check-In. Participated in EPA Region 7 Advance Partner Meeting. Finalized and submitted Greenhouse Gas Performance Measures comments to the Federal Register.

3.8 Transition to a Clean Energy, Resilient Future

Reviewed guidance and developed application for an AC Level 2 charging infrastructure grant program. Staff considered the minimum standards for electric vehicle charging infrastructure released by USDOT and discussed with MoDOT and FHWA for details on how the program would be administered. Awards were presented to and recommended by the Technical Planning Committee for inclusion in the TIP and consideration by the Board in July 2023.

3.9 Demographic and Geographic Data Management

Obtained Bridge condition ratings from MoDOT SW District NBI data and published as a web layer on OTO ArcGIS online. Acquired City Utilities of Springfield gas, water, electric, & fiber service area feature layers and stored on the OTO GIS server. Downloaded updated GIS data for the Housing & Transportation Affordability Index published by the Center for Neighborhood Technology. Acquired updated Greene County Parcel Shapefile. Obtained Wejo Intelligence autonomous vehicle probe data c/o City of Springfield to evaluate & query in anticipation of procuring datasets from Wejo. Migrated the OTO online base map from ArcGIS web app builder to an ArcGIS experience builder platform. Attended NPMRDS Quarterly webinars.

GIS data retrieved from MoDOT TMS included: State of the System segments and intersections with 2022 crash rates, Bicycle and pedestrian crashes with contributing circumstances for 2021, Rail Crossing Inventory, 2023 National Bridge Inventory submittal (from SW District), and 2022 AADT by vehicle type

for Christian and Greene Counties. Downloaded Lidar DEM tiles from the Missouri Spatial Data Information System for local area mapping and contour creation for consultant traffic studies and local government partners.

The Annual OTO Growth Trends Report was compiled for 2022. Recent and historical building permit data, American Community Survey Five-Year Estimates, U.S. Census Bureau Population & Housing Estimates Program, U.S. Census Bureau Local Employment and Household Data, and IRS Migration Statistics were used to update charts and maps in the report. Updates were integrated into ArcGIS Online feature services, Growth Trends Dashboard, and OTO Base Map applications.

Updated the EnviroSmart Hazard Environmental Assessment database.

Applied Equity Index python script using Census Data API to update values for disadvantaged and underrepresented groups from the newly released 2017 – 2021 American Community Survey 5-year estimates to hex bins covering the OTO area. Developed a draft application of the OTO Equity Index in ArcGIS Experience Builder. The application contains maps and data for the following groups:

- Minority
- Low Income
- Disabled
- Limited English Proficiency
- Ages 65 & Over
- Ages 65 & Over – Living Alone
- Ages 17 & Under
- Zero Car/Transit Dependent
- No HS Diploma/GED
- SNAP Recipients
- Rent Burdened
- Single Parents
- No Internet Access

Performed equity analysis on pedestrian crash locations using the OTO Social Equity Index layer.

3.10 Support for Jurisdictions' Plans

Provided review comments on Forward SGF (Springfield Comprehensive Plan) final draft, as well as attended a workshop and discussed quality of place with City staff.

Participate through seat on the Greene County US 60 East Land Use Study.

Participated in project meetings for Strafford 125, Sunshine, Glenstone, Chestnut Expressway, I-44, Signal Improvements, MM/44/266/AB/B, Sidewalks in Springfield, Route ZZ, and CC/Main.

Participated in several planning teams, including Lake Springfield (and its impact on the East-West Arterial), Springfield-Branson National Airport Master Plan, and transit. Continued scoping transportation plan with City of Springfield staff. Provided data for the Pedestrian Friendly application.

Additional support through maps and graphics include major arterial AADT for Springfield Chamber of Commerce, City of Ozark 3rd Street Study Area Map, Doling Park/I-44 Underpass Trail Connection Area 1-foot Contours Map, Sunshine Street Corridor Five-Year Crash Statistics 2017 – 2021, and Hwy 125 & Evergreen Project Area Map.

3.11 Aerial Photography

Received 2022 Pictometry mosaic datasets and continued to deploy aerial photography as a service in OTO online mapping services. Used information to begin cataloging trail widths.

3.12 Strategic Highway Network (STAHNET) Planning

Contacted SDDC TEA/USTRANSCOM JDPAC at Scott Airforce Base regarding needed STRAHNET improvements. No current improvements are needed. Future studies may occur along I-44 for the secondary Power Projection Platform (PPP) Route for Fort Leonard Wood.

3.13 Federal Land Management Agency (FLMA) Coordination

Discussions were held with the National Park Service regarding improvements to Wilson's Creek Boulevard and trail.

Task 4 – Project Selection and Programming (89% Complete)

4.1 Project Programming

Conducted public input and ushered approval for the FY 2023-2026 TIP, as well as processed, conducted public input, and received approval of Amendments 1 through 6, and processed Administrative Modifications 1 through 7. Published Annual Listing of Obligated Projects ahead of the 90-day requirement after the end of the FY 2022 program year.

Finalized TIP Public Input flyer for FY 2024-2027 and conducted public input process for TIP update. Updated TIP Wiki in preparation for FY 2024-2027 TIP Call for Projects. Developed Call for Projects and worked with members to submit changes to the TIP. Coordinated with MoDOT and their STIP updates. Updated TIP text, including expansion of environmental justice discussion. Appointed TIP Subcommittee. Developed draft FY 2024-2027 TIP, conducted public comment, and presented to the TIP subcommittee and Technical Planning Committee, with approval by the Board in July 2023.

Staff served on committee representing the MPO planning partners with MoDOT for the regional bridge program, scoring and recommending projects for use of bridge funds.

4.2 Federal Funds Tracking

Staff served on committee representing the MPO planning partners with MoDOT for the regional bridge program, scoring and recommending projects for use of bridge funds. Coordinated obligation limitation options with MoDOT and Missouri TMAs, through online and in-person meetings, as well as work teams. Through the use of FMIS and coordination with MoDOT, staff worked with member jurisdictions to ensure continued reasonable progress of awarded and active projects. Added Project Delivery Module to online TIP tool to aid in reasonable progress tracking.

4.3 STIP Prioritization and Scenarios

Updated base map imagery, OTO roadway links, bus routes, crash data, Major Thoroughfare Plan, and vector tiles in advance of STIP prioritization meetings. Analyzed and processed travel speed data from Acyclica, INRIX, and HERE for STIP prioritization. Analyzed and prepared maps of datasets for use in the annual STIP prioritization process. Meetings were held between OTO members and MoDOT to discuss STIP priorities and programming. Effects of inflation and changes to proposed funding years were discussed. Unfunded needs and unfunded multi-modal needs lists were also developed. Participated in planning partner discussion regarding the MoDOT Southwest District STIP prioritization meeting.

Task 5 – Safe and Accessible Transportation Options (100% Complete)

5.1 Transportation Options Best Practices

Continued to develop knowledge through attendance at ESRI User Conference, AMPO National Conference, OSITE Technical Seminar, MPTA Conference, AMPO GIS/Data Viz Working Group, and safety webinars. Also participated in an FHWA Peer Exchange on MPOs Role in Planning for Shared Mobility. Shared trail ordinance template with members. Partnered with the City of Springfield to offer APBP webinars to members. Continue to share informational materials in each TPC and Board agenda packet.

5.2 Jurisdiction Project Planning

Reviewed possibility of crossing US 160 in Willard by a pedestrian underpass. Reviewed upcoming programmed projects to identify opportunities for additional funding and subsequent pedestrian improvements. Coordinated with MoDOT and Springfield to discuss opportunities for sidewalks in conjunction with MoDOT projects. Conducted a call for projects, creating opportunities for members to cost share in sidewalks alongside existing MoDOT projects.

5.3 Complete Streets

Let's Go Smart: Transportation Collaborative sponsored a Walk and Talk along Commercial Street to discuss completed and planned improvements. This included a walk audit by participants. Let's Go Smart: Transportation Collaborative also met and discussed communication surrounding pedestrian crashes, as well as conducted a mobile-tour utilizing fixed-route transit and discussing associated opportunities and challenges. Another Walk and Talk was held in the Woodland Heights Neighborhood, evaluating conditions of brick sidewalks, wet walkways, and connectivity. Staff participates on the Let's Go Smart: Transportation Collaborative and served as co-chair through calendar year 2022.

The OTO developed several initiatives to better understand the pedestrian safety needs and secure funding for pedestrian improvements along key MoDOT corridors. The OTO Board of Directors also approved the formation of a cost share program for sidewalks along MoDOT Corridors.

5.4 Pedestrian Transportation

The trail dashboard was maintained and discussion continues on how to complete gaps. Created point layer for public comments related to sidewalk/pedestrian safety, 2018-2023, and incorporated into Sidewalk Gaps app.

The Bicycle and Pedestrian Advisory Committee reviewed the initial results of a pedestrian safety analysis that looked at ped crashes across the entire OTO area. The analysis identified accident clusters and identified common accident patterns and trends. The committee also proposed additional lines of

inquiry to include in the overall report. The report continued to be developed and another year of crashes was analyzed for the final draft.

5.5 Van Pool Program

Research by staff on a potential Van Pool Program.

5.6 Planning and Environmental Linkages

Continued to look for opportunities for PEL integration.

Task 6 – OTO Transit Planning (89% Complete)

6.1 Operational Planning

Held one transit operational committee meeting in July and another in January. Discussion related to potential concerns from a transit or operational perspective. Processed a TIP amendment for City Utilities to reflect the amount of operations funding received through ARPA.

6.2 Transit Coordination Plan and Implementation

The Local Coordinating Board for Transit reviewed and awarded Non-Traditional FTA 5310 funding. Approved by Board of Directors in March. The Local Coordinating Board for Transit conducted a second Call for Projects and awarded Traditional FTA 5310 funding for capital, which was approved by the Board of Directors in May. Staff worked with MoDOT to ensure the FY 2021 funding was utilized.

6.3 Program Management Plan Implementation

OTO continues to administer the call for projects for the 5310 program and coordinates vehicle purchasing with MoDOT. Staff reviewed the Program Management Plan for updates. Staff reached out to eligible agencies regarding feedback on the call for projects and updated contact information of agencies.

6.4 Data Collection and Analysis

Housing units were compiled for OTO's Growth Trends Report, as well as for performance measures comparing housing density near transit. Developed maps and data for CU Transit to identify bus stops most likely to serve Spanish Limited English Proficiency riders using US census geographies and American Community Survey estimates.

6.5 Community Support

Provided OTO data for Housing Units & Population within ¼ mile of a bus stop to City of Springfield Traffic Engineering staff. Provided CU Transit Bus Stops GIS file to MoDOT TMS department. Coordinated with CU Transit to conduct fixed-route transit tour with Let's Go Smart Transportation Collaborative. Attend CU Transit Advisory Committee meetings. Planned session at MPTA conference.

6.6 ADA/Title VI Appeal Process

No appeals from CU were received.

6.7 CU Transit Fixed Route Analysis Coordination

Served on stakeholder committee for ConnectSGF – a CU transit operations analysis.

Task 7 – CU Transit Planning (95% Complete)

7.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5339 grant, MO-2021-005; This grant will be utilized for a bus training simulator and (2) hybrid electric paratransit minivans. Efforts to procure hybrid electric minivans were unsuccessful, due to Altoona requirements, however we did issue a contract for gas minivans. These are on order and are expected to be delivered in the summer of 2023.

CU's FY2021 Section 5307 grant, MO-2021-011; As of September 30, 2022, 100% of the operating, preventive maintenance and short-range transit planning funds have been reimbursed. We still have 1% safety and security funds that will be spent during FY2023. We are currently in the process of awarding a PO for 17 bus stop solar lights. We anticipate delivery and installation of these lights by the end of calendar year 2023.

CU's FY2022 Section 5339 grant, MO-2022-018; The award for 6 Paratransit buses was made on 10/5/2022. City Utilities will take possession of (2) buses upon completion of the build, and the remaining (4) buses after 10/1/2023 in order to comply with useful life and budgetary requirements. We anticipate we will take delivery of all 6 paratransit buses in Spring of 2024.

CU's FY2022 Section 5307 grant, MO-2022-019; As of September 30, 2022, 100% of the preventive maintenance and transit planning funds have been reimbursed. We still have operating and 1% safety and security funds that will be spent during FY2023 and into FY2024.

7.2 ADA Accessibility Planning

An application for FY21, FY22 and FY23 funds was submitted to the OTO Local Coordinating Board in January 2023. This application was then recommended for approval to OTO's Board. The OneDOT letter was issued in May 2023. We are working with FTA on the submission of this grant to obligate the funding. We anticipate using these funds to add ADA approved landing pads at bus stops, sidewalks to make our system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. We will also utilize this grant funding to add new mobility securement systems that are safer and provide passengers with more independence. The shelter pad replacements and sidewalk installations are currently going through a NEPA approval process and will be placed into a grant upon completion.

7.3 Transit Fixed Route/Regional Service Analysis Implementation

No permanent route modifications have been made in Q4 of SFY23. All fixed routes are consistently evaluated to make improvements as needed.

CU is currently conducting a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort at the end of calendar year 2023.

7.4 Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

CU is active in OTO and community committees involving discussions on Transit.

7.5 Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. Transit Project Managers also meet with Finance during the year to discuss the budget and financials.

CU is active in OTO and community committees involving discussions on Transit.

CU Transit received notification that the FY2022 NTD Report has been closed out.

7.6 Competitive Contract Planning

City Utilities Purchasing department ensures that CU Transit awards bids to the most competitive contracts and that all FTA guidelines and requirements are followed. In the future, we are considering studying opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service.

7.7 Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

During Q4, we continued to have discussions with the Safety Committee about PTASP.

7.8 Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan, since we receive Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides media outreach.

7.9 Program Management Plan Implementation

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for our Section 5310 grant program.

7.10 Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes.

During FFY23, CU will be completing the required NTD Sampling to develop statistically-valid estimates of passenger miles traveled (PMT) and unlinked passenger miles (UPT) to report to NTD. This will continue through September 2023.

CU Transit is currently conducting a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort at the end of calendar year 2023.

7.11 Transit Fixed Route Analysis

In August 2022, City Utilities Transit started a Transit Optimization Study with Olsson Consulting. We will take the results of this survey, and the Forward SGF Comprehensive Plan, into consideration when planning for the future of transit in Springfield.

In Q4, Olsson and CU continued to hold bi-weekly meetings with the project team. The results of the data collected so far has been presented at CU Board Retreats, Citizens Advisory Council, Transit Advisory Committee and Transit Safety Meetings.

The Stakeholder Steering Committee include: City of Springfield, CU Board of Directors, CU Transit Advisory Committee, Community Foundation of the Ozarks, Community Partnership of the Ozarks, Greene County, It's All Downtown CID, Missouri State University, OATS, Ozark Greenways, Ozarks Technical Community College, Ozarks Transportation Organization, Springfield Chamber of Commerce, Springfield Public Schools.

Task 8 – Ad Hoc Studies and Projects (80% Complete)

8.1 Route FF through Battlefield Study

A community meeting was held on August 2 to solicit input on needed improvements along Route FF and desired land use patterns along the Route FF corridor in the City of Battlefield. Received final draft of the Route FF Corridor Study and worked through revisions with Route FF core team. Held Open House for January 24, 2023 to present report recommendations to the public. The Route FF Study through Battlefield was completed in the 3rd quarter.

8.2 Transportation Consultant/Modeling Services

Consultant services were utilized for the Route FF Study, Route 66 Trail Alignment Study and the CRRSAA funded project. Route 66 Trail Alignment Study and State Highway FF Extension Study began. Initial traffic data was completed for the Route FF study. A public meeting was held on June 15 in Strafford, MO for the Route 66 Trail Alignment Study. Websites were developed for studies.

8.3 Grant Applications

Attended webinars related to the various discretionary programs that have become available through the BIL.

Staff prepared and submitted an application for the Safe Streets for All Planning Grant. The OTO prepared the grant for the member jurisdictions within the MPO boundary. Created SS4A web page to be used through the grant process. Prepared population & crash rate data for preliminary Safe Streets for All Grant application, in addition to a web map of the OTO study area. OTO was awarded this grant and staff worked with Federal Highway to execute the contract for the Safe Streets for All Planning Grant.

Staff assisted the City of Republic in writing and submitting a 2023 RAISE Grant application for the Highway MM Corridor. Staff attended US DOT debriefings on the 2022 INFRA and RAISE applications.

Staff Assisted Nixa with development of Governor's Cost Share Application for their North Main Street Improvement project. Staff assisted Willard in developing estimates of costs for a project to determine whether to apply for the MoDOT Cost Share program. Held initial discussion on ARPA grant opportunities for the Chadwick Flyer Trail Overpass in Christian County. Staff worked with the City of Ozark to prepare an application for DED Tourism ARPA funding for the Chadwick Flyer Trail Overpass. Staff assisted the City of Ozark with the contract execution between the MO DED and City of Ozark for the Chadwick Flyer Overpass Tourism Grant award. Staff assisted the City of Strafford with researching the submittal of a MoDOT Cost Share Application.

Passed resolutions of support for Springfield and Christian County Bridge Bundle applications through the Bridge Investment Program, Springfield 7Response, and Ozark's Chadwick Flyer Trail Overpass. Provided letters of support for these projects, as well as local applications for the Governor's Cost Share Program, and the Jefferson Avenue Footbridge RR Crossing Elimination project.

Staff developed and maintained a grant resource page on the OTO website. Staff developed a grant newsletter to notify members of the many grant opportunities. Staff conducted training on federal grant applications at the OTO Grant Workshop in June.

8.4 Other Studies in Accordance with LRTP

Staff met with the City of Strafford and developed scope for the Route 66 Trail Alignment Study. The OTO entered into an intergovernmental cooperative agreement to proceed with hiring a consultant off the MO LPA On-Call List. City of Strafford's Route 66 Trial Alignment Study meetings were held. Consultant has developed preliminary alignments and a public involvement meeting was held June 15.

8.5 Administration of CRRSAA Funded Projects

Oversaw consultant contract for design of the Chadwick Flyer Trail Phase 3 project including participating in biweekly meetings to discuss progress, review of preliminary design and development of and advertising the Rail Removal bid documents. Staff time allocated to the STBG funding outlined in the approved CPG and STBG program agreement.

OTO staff selected contractor and executed contract for rail removal services. Oversaw the Rail Removal contract that was bid in October and completed mid-December.

Staff worked on preparing bid packet and construction contract for MoDOT review. The Chadwick Flyer Trail Phase III Bid was awarded to a construction contractor and contract was executed. Notice to Proceed was issued for June 26, 2023.

8.6 Administration of Local Jurisdiction Projects

- Nixa North Main Street Project:
 - Assisted Nixa with development of the Engineering Services Contract (ESC).
 - Assisted Nixa in securing their City Council approval to move forward with execution of the ESC.
 - Submitted Nixa ESC and Ordinance to MoDOT for final approval and obligation of federal funds for Preliminary Engineering.

- Assisted the design consultant as needed.
- Assisted Nixa staff with reviewing, preparing and submitting monthly invoices from the consultant.
- Ozark's Chadwick Flyer Phase II Project:
 - Assisted Ozark in securing MoDOT approval to use the On-Call list for Preliminary and Construction Engineering.
 - Assisted Ozark with selecting consultant from On-Call list and negotiating the scope and costs of the Engineering Services Contract.
 - Assisted Ozark with development of the Engineering Services Contract (ESC).
 - Assisted Ozark in securing their Board of Aldermen approval to move forward with execution of the ESC.
 - Participated in biweekly design progress meetings with the consultant and Ozark staff.
- Met weekly with MoDOT District Local Public Agency Coordinator to discuss status of all local jurisdiction projects.
- Staff time allocated to the STBG funding outlined in the approved CPG and STBG program agreement.

Task 9 – Operations and Demand Management (89% Complete)

9.1 Traffic Incident Management Planning (TIM)

Attended Talking TIM webinar. Coordinated committee management with MoDOT after OTO staff changes.

9.2 Intelligent Transportation Systems (ITS) Coordination

Initiated discussions with MoDOT and the City of Springfield on planned ITS investments and the current status of the region's ITS architecture. Continued updating draft information and needs for the regional ITS architecture.

9.3 Travel Sensing and Travel Time Services

Obtained Wejo Intelligence autonomous vehicle probe data c/o City of Springfield to evaluate & query in anticipation of procuring datasets from Wejo. Continued to analyze sources of probe data. Reviewed multiple formats and how they might fit with OTO processes.

9.4 Coordinate Employer Outreach Activities

Shared how-to information with the new Ozarks Commute network manager at Missouri State University. Remained available to support service through the rideshare portal.

9.5 Collect and Analyze Data to Determine Potential Rideshare Demand

Remained available for outreach and as a resource for employers and the travelling public regarding rideshare program opportunities. Collected data for reporting.

Task 10 – MoDOT Studies and Data Collection (33% Complete)

10.1 MoDOT Transportation Studies and Data Collection

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 425.3 staff hours were completed.

1st Quarter – 121 hours
2nd Quarter – 158.5 hours
3rd Quarter – 99.5 hours
4th Quarter – 46.3 hours

Chadwick Flyer Trail Phase III Project

**Coronavirus Response and Relief Supplemental
Appropriations Act of 2021 (CRRSAA)**



Ozarks Transportation Organization
Chadwick Flyer Trail Phase III Profit & Loss
July 2022 through June 2023

	Jul '22 - Jun 23
Ordinary Income/Expense	
Income	
Other Types of Income	
Miscellaneous Revenue	186,484.00
Total Other Types of Income	186,484.00
OTO Revenue	
Surface Trans Block Grant	34,074.56
Total OTO Revenue	34,074.56
Total Income	220,558.56
Gross Profit	220,558.56
Expense	
Services	
Trail Construction	74,609.28
Total Services	74,609.28
Total Expense	74,609.28
Net Ordinary Income	145,949.28
Net Income	145,949.28

Ozarks Transportation Organization
Chadwick Flyer Trail Phase III Budget vs. Actual
July 2022 through June 2023

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Miscellaneous Revenue	186,484.00			
Total Other Types of Income	186,484.00			
OTO Revenue				
Chadwick Flyer Match Funds	0.00	67,250.00	-67,250.00	0.0%
CRRSAA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%
Local Jurisdiction Match Funds	0.00	0.00	0.00	0.0%
STBG - Chadwick Flyer Phase III	0.00	0.00	0.00	0.0%
Surface Trans Block Grant	34,074.56			
Total OTO Revenue	34,074.56	1,200,000.00	-1,165,925.44	2.8%
Total Income	220,558.56	1,200,000.00	-979,441.44	18.4%
Gross Profit	220,558.56	1,200,000.00	-979,441.44	18.4%
Expense				
Services				
Trail Construction	74,609.28	1,200,000.00	-1,125,390.72	6.2%
Total Services	74,609.28	1,200,000.00	-1,125,390.72	6.2%
Total Expense	74,609.28	1,200,000.00	-1,125,390.72	6.2%
Net Ordinary Income	145,949.28	0.00	145,949.28	100.0%
Net Income	145,949.28	0.00	145,949.28	100.0%

North Highway 13 Study

Surface Transportation Block Grant (STBG)



Ozarks Transportation Organization
North Highway 13 Study Profit & Loss
July 2022 through June 2023

	Jul '22 - Jun 23
Ordinary Income/Expense	
Income	
OTO Revenue	
N Hwy 13 Corridor Study Match	-665.96
N Hwy 13 Corridor Study STBG	235,819.24
Total OTO Revenue	235,153.28
Total Income	235,153.28
Gross Profit	235,153.28
Expense	
Services	
Trans Consult/Model Services	133,649.09
Total Services	133,649.09
Total Expense	133,649.09
Net Ordinary Income	101,504.19
Net Income	101,504.19

Ozarks Transportation Organization
North Highway 13 Study Budget vs. Actual
 July 2022 through June 2023

	Jul '22 - Jun 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
N Hwy 13 Corridor Study Match	-665.96	40,000.00	-40,665.96	-1.7%
N Hwy 13 Corridor Study STBG	235,819.24	240,000.00	-4,180.76	98.3%
Total OTO Revenue	235,153.28	280,000.00	-44,846.72	84.0%
Total Income	235,153.28	280,000.00	-44,846.72	84.0%
Gross Profit	235,153.28	280,000.00	-44,846.72	84.0%
Expense				
Services				
Trans Consult/Model Services	133,649.09	78,644.09	55,005.00	169.9%
Total Services	133,649.09	78,644.09	55,005.00	169.9%
Total Expense	133,649.09	78,644.09	55,005.00	169.9%
Net Ordinary Income	101,504.19	201,355.91	-99,851.72	50.4%
Net Income	101,504.19	201,355.91	-99,851.72	50.4%

TAB 9

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.H.

UPWP Administrative Modification Number 1

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

AGENDA DESCRIPTION:

An administrative modification to the UPWP was processed to reflect a change to Funding Table 2. This change was to correct an excel error that had the incorrect amount shown in the CPG and Local Match columns.

The original version of Table 2 from the Board Adopted UPWP:

Table 2

Funding Totals

	Local Funding			Federal Funding						
Task	Local Match 13.7659%	City Utilities	In-Kind 2.4238%	CPG 69.8668%	STBG 16.3672%	2.5% Set Aside Safe & Access Trans	SS4A Discretionary Grant	5307	Total	Percent (%)
1	\$ 36,608	\$ -	\$ -	\$ 229,325	\$ -	\$ -	\$ -	\$ -	\$ 265,933	17.73%
2	\$ 4,811	\$ -	\$ 36,000	\$ 255,656	\$ -	\$ -	\$ -	\$ -	\$ 296,467	19.77%
3	\$ 41,614	\$ -	\$ -	\$ 260,682	\$ -	\$ -	\$ -	\$ -	\$ 302,296	20.16%
4	\$ 14,893	\$ -	\$ -	\$ 93,292	\$ -	\$ -	\$ -	\$ -	\$ 108,185	7.21%
5	\$ 5,280	\$ -	\$ -	\$ 33,079	\$ -	\$ -	\$ -	\$ -	\$ 38,359	2.56%
6	\$ 21,418	\$ -	\$ -	\$ 134,167	\$ -	\$ -	\$ -	\$ -	\$ 155,585	10.37%
7	\$ 2,009	\$ -	\$ -	\$ 12,585	\$ -	\$ -	\$ -	\$ -	\$ 14,594	0.97%
9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,458	\$ -	\$ -	\$ 14,458	0.96%
10	\$ 60,775	\$ -	\$ -	\$ -	\$ 243,101	\$ -	\$ -	\$ -	\$ 303,876	20.26%
Total	\$ 187,408	\$ -	\$ 36,000	\$ 1,018,786	\$ 243,101	\$ 14,458	\$ -	\$ -		
Total of CPG/STBG Expenses									\$ 1,499,753	100.00%
8	Value of MoDOT "Direct Cost"								\$ 97,670	
Total of CPG/STBG Work Program									\$ 1,597,423	
11	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
12	\$ 57,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ -	\$ 286,000	
Totals	\$ 57,200	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ 168,000		
Total of Transportation Planning Work									\$ 2,093,423	

Corrected Table 2 for UPWP Administrative Modification #1:

Table 2

Funding Totals

	Local Funding			Federal Funding						
Task	Local Match 12.1969%	City Utilities	In-Kind 2.4004%	CPG 68.2293%	STBG 16.2094%	2.5% Set Aside Safe & Access Trans	SS4A Discretion ary Grant	5307	Total	Percent (%)
1	\$ 40,330	\$ -	\$ -	\$ 225,603	\$ -	\$ -	\$ -	\$ -	\$ 265,933	17.73%
2	\$ 39,501	\$ -	\$ 36,000	\$ 220,966	\$ -	\$ -	\$ -	\$ -	\$ 296,467	10.85%
3	\$ 45,844	\$ -	\$ -	\$ 256,452	\$ -	\$ -	\$ -	\$ -	\$ 302,296	11.06%
4	\$ 16,407	\$ -	\$ -	\$ 91,778	\$ -	\$ -	\$ -	\$ -	\$ 108,185	3.96%
5	\$ 5,817	\$ -	\$ -	\$ 32,542	\$ -	\$ -	\$ -	\$ -	\$ 38,359	1.40%
6	\$ 23,595	\$ -	\$ -	\$ 131,990	\$ -	\$ -	\$ -	\$ -	\$ 155,585	5.69%
7	\$ 2,213	\$ -	\$ -	\$ 12,381	\$ -	\$ -	\$ -	\$ -	\$ 14,594	0.53%
9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,458	\$ -	\$ -	\$ 14,458	0.53%
10	\$ 9,217	\$ -	\$ -	\$ 51,558	\$ 243,101	\$ -	\$ -	\$ -	\$ 303,876	11.12%
Total	\$ 182,923	\$ -	\$ 36,000	\$ 1,023,271	\$ 243,101	\$ 14,458	\$ -	\$ -	\$ 1,499,753	
Total of CPG/STBG Expenses									\$ 1,499,753	62.87%
8	Value of MoDOT "Direct Cost"								\$ 97,670	
Total of CPG/STBG Work Program									\$ 1,597,423	
11	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
12	\$ 57,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ -	\$ 286,000	
Totals	\$ 57,200	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 228,800	\$ 168,000		
Total of Transportation Planning Work									\$ 2,093,423	

This correction does not affect any of the other funding tables in the UPWP and the task total dollar values remain the same.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY

TAB 10

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.I.

**FY 2024 Operational Budget Amendment #1
Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. An amendment is proposed to the OTO Operational Budget for FY 2024.

Proposed Budget Amendment:

Expense

- Increasing the Professional Services by \$30,000 to \$75,000.

The OTO would like to propose utilizing \$30,000 for professional lobbying services. This amount would not be reimbursed by OTO grant sources.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on August 9, 2023, the Executive Committee recommended the Board of Directors approve the FY 2024 Operating Budget Amendment #1.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the FY 2024 Operational Budget Amendment #1.”

OR

“Move to make the following changes to the FY 2024 Operational Budget Amendment #1 in consideration of the following...”

OZARKS TRANSPORTATION ORGANIZATION
FY 2024 Operational Budget
Draft Amendment I

Fund Balance

Beginning Fund Balance July 1, 2023	\$	327,567.52
STBG & CPG Revenue Recievable	\$	126,683.46
Total Beginning Fund Balance	\$	454,250.98

BUDGETED

FY 2024

Jul '23 - Jun 24

REVENUE

Interest Revenue	\$	6,000
Miscellaneous Revenue	\$	400
Consolidated Planning Grant (CPG) FHWA & F1	\$	1,037,729
Local Jurisdiction Match Funds	\$	162,954
Local Jurisdiction Studies & Project Fees	\$	24,800
Surface Transportation Block Grant - FHWA	\$	243,101
Total OTO Revenue	\$	1,474,984

EXPENDITURES

Personnel Services

Salaries

Total Salaries and Fringe	\$	868,025	
Mobile Data Plans	\$	3,120	
Payroll Services	\$	4,000	
Professional Services (Acctng, Audit, HR, Legal)	\$	75,000	Increase \$30,000
Total Personnel	\$	950,145	

Operating

Bank Fees	\$	500
Dues/Memberships	\$	9,500
Education/Training/Travel	\$	28,000
Food/Meeting Expense	\$	8,500
Legal/Bid Notices	\$	1,500
Postage/Postal Services	\$	200
Printing/Mapping Services	\$	3,500
Public Input Event Registration	\$	200
Staff Mileage Reimbursement	\$	3,500
Telephone/Internet	\$	7,000
Vehicle Purchase	\$	35,000

	BUDGETED	
	FY 2024	
	Jul '23 - Jun 24	
Vehicle Maintenance/Fuel	\$	2,400
Total Operating	\$	99,800
Commodities		
Office Supplies/Furniture	\$	7,500
OTO Media/Advertising	\$	2,500
OTO Promotional Items	\$	4,000
Public Input Promotional Items	\$	5,500
Publications	\$	1,000
Total Commodities	\$	20,500
Information Technology		
Computer Upgrades/Equip Replace	\$	8,500
GIS Licenses	\$	7,000
IT Maintenance Contract	\$	13,000
Software	\$	7,000
Webhosting	\$	3,000
Total Information Technology	\$	38,500
Insurance		
Directors & Officers	\$	2,600
Errors & Omissions	\$	3,300
Professional Liability	\$	3,000
Workers Compensation	\$	2,500
Auto Insurance	\$	2,000
Network Defender	\$	290
Total Insurance	\$	13,690
Services/Projects		
Data Acquisition	\$	25,000
Legislative Education	\$	9,000
Rideshare	\$	500
TIP Tool Maintenance	\$	15,684
Trans Consulting Services	\$	240,000
Travel Demand Model Update	\$	12,000
Travel Sensing & Time Service Project	\$	5,000
Total Services	\$	307,184
Building		
Building Lease	\$	54,060
Common Area Main Exp	\$	22,635

BUDGETED

FY 2024

Jul '23 - Jun 24

Maintenance	\$	2,000
Office Cleaning	\$	4,500
Utilities	\$	3,200
Total Building	\$	86,395
Total Expense	\$	1,516,214
Income Over Expenditures	\$	(41,230)

Total Ending Fund Balance	\$	413,021
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TAB 11

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM II.J.

Appointment of 2023 OTO Vacant Officers' Seats

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

AGENDA DESCRIPTION:

The Nominating Committee will present the slate of offices for the vacant seats to serve for the remainder of the 2023 calendar year. The seats that are vacant are the Vice-Chairman, formally Andrew Lear, and Secretary, formally Andrew Nelson.

The 2023 Nominating Committee is made up of the following three Board Members of OTO:

Travis Cossey, Assistant Director of Public Works, City of Nixa
Martha Smartt, City Administrator, City of Strafford
Dan Smith, Director of Public Works, City of Springfield

Proposed 2023 Officers/Executive Committee to Fill Vacant Seats:

Derek Lee, City of Springfield – Vice-Chairman (previously Andrew Lear, City of Springfield)
Martha Smartt, City of Strafford – Secretary (previously Andrew Nelson, City of Republic)

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to appoint the 2023 OTO Officers and Executive Committee as presented for the vacant seats.”

OR

“Move to appoint the 2023 OTO Officers and Executive Committee for the vacant seats with the following changes...”

TAB 12

BOARD OF DIRECTORS AGENDA 09/21/2023; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 12 of the agenda packet, for Board member review, are Public Comments for the time frame between July 20, 2023 and September 13, 2023. Any additional public comment received by September 20, 2023 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/18/2023

Received through: Website Comment Form

Contact Name: Jim [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment – OTO Responses in Red:

1. Notification of the meeting was extremely poor and unacceptable for such an important meeting. Only those who were Facebook friends with the City of Nixa Municipal Government would have seen the meeting notice. The postcard was postmarked July 13 and it arrived at our home the day of the meeting. Many neighbors did not receive the postcard and did not know about the meeting.

-- We apologize for the inconvenience of the short meeting notice. We did have the meeting notice go out via the City of Nixa, City of Battlefield, City of Clever and on the OTO website. In addition, The OTO placed Facebook ads for the zip codes affected. Postcards were mailed to the property owners listed in the Christian County accessor database for the parcels in the proposed area. We have learned though, that our effort was not enough. In the future, we will try additional avenues and mail the post cards out earlier. As this is an effort to obtain public opinion on this proposed road alignment, the information is also on our website at www.ozarkstransportation.org/hwyffextstudy as well as an online survey to allow people to comment.

2. The notification said this was a meeting. There was no meeting - it was a come-and-go event.

--We could have clarified that it was a come-and-go event. The goal of the event was to show the public what was being considered and allow individuals to comment.

3. The first map people saw as they entered the room was misleading since it was the major thoroughfare planned route which apparently is no longer being considered.

--Thank you for this feedback. We will consider our map placements better in our future meetings.

4. Additional questions:

a) Who will pay for the upkeep of the potential highway?

--Currently there is no funding source identified. There are no plans currently to build the road.

b) Will Nixa city sales taxes increase due to funding of the potential highway?

--Currently there is no plan to build the road. The project is in Christian County, so City of Nixa would not be increasing sales tax for this project.

c) There are several dangerous intersections on Hwy 14 and the areas shown on the map. What is the improvement plan for Hwy 14?

--Several safety improvements have been made along the Highway 14 corridor and safety is continuing to be monitored since these improvements. Additional plans for this section of 14 are unknown at this time.

d) Has the widening of FF in Battlefield been approved and funding secured?

--The widening of FF in Battlefield is currently unfunded and there are no immediate plans to widen FF in Battlefield.

5. With the given information, I am not in favor of the extension of FF to 14. People in Clever can take Holder Road to go north. One day the Kansas extension will reach Nixa via Nicholas Rd which gives a second major road to Spfd. Reaching the town of Battlefield is not an issue. Therefore, any funds designated for this extension would be better spent on areas of greater need.

--We appreciate you feedback and opinion. We will add this to comment for consideration of the final study.

Thank you again for reaching out. If you have any more comments or questions, please let us know.

Have a great evening!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/20/2023

Received through: Website Comment Form

Contact Name: John [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I have read your plans and projections and attended your "we value your input" meeting on the extension of FF through to Highway 14. I have participated in urban user meetings in other cities I have lived in. And

This is the most poorly conceived plans that I have ever seen.

The founding data for predictions have no concrete proof that this is what the current traffic even indicates. Your basis of need for the extension is presented by an estimated traffic number. No year as to when the estimate of the traffic will be reached. No hard data on the roadway use in Christian County. Not even a means to collect data. Only a computer generated model of what it could be.

Really?

Further, your physical planning data is severely flawed. "engineers determined the nelson mill bridge is the best place to bridge the James River." Where is this report? Where is the soil/ environmental/ bedrock data? Where else was tested? Was there any other testing at all? None was presented.

Your plans continue the FF corridor through to Nelson Mill road. Right through an area that is well known for Semi annual flooding. Not 100 year floods. Not 10 year floods. But several times a year floods. In fact you bridge that you use and possible duplicate as traffic grows is currently out of service due to the cast steel supports being rusted through in several spots. (current replacement cost \$1M and growing.)How you you think the crucial supports not only rusted, but rusted through to the point of being unsalvageable? WATER! FLOODING!

The approach to the bridge from the north is in the same plain that destroyed the current bridge. How do you plan on justifying a \$64M roadway that consistently floods? Raise the roadway? Where does the floodwater go to then? Simple hydrodynamics - Back upstream to rte 160. Raised roadway? Again, where is the soil study?

On the south side of the bridge the topography raises rises rapidly on the east and west side immediately next to the roadway. The expensive subdivisions on those bluffs have built on the very land you seek to degrade. Have you counted for structure damage to roads and homes? These roads are the only way that citizens/taxpayers have to get out of their neighborhoods.

Further to the south three of your four options place the improvements within 50-75 feet of a known sinkhole. These owners kayak in the water as it rains. And your planners think is is a good spot for a highway? No.

Also, the FF improvement that you seek to protect and implement run near and sometimes through established homes south of the river. Not sure what you are thinking. but this is some of the most expensive neighborhoods in Christian County. Not to mention the destruction of the tax base that the county needs to finance this. Homes aren't worth as much when you run a highway through/next to them.

Your timetable is EXTREMELY SUSPECT. No maps were published until Monday July 16th. A final vote is scheduled for mid September. hmmm. Don't need to be Dick Tracy to realize that this stinks and is getting ready to be rammed down our throat.

Your planner mention the increased traffic on 14/mount Vernon. Where this improvement is planned to dead end is 14/Mt Vernon. it's only TWO lanes there. Why haven't the plans to widen this road been announced? Is is even possible to widen Rte 14? Look to be very difficult if no impossible between Carrol Rd to Shady Hills. Height and Depth challenges abound along with line of sight issues. Increasing traffic to a twisting roadway that is known for more than its fair share of accidents seems NEGLIGENT! You are creating an unsafe situation that can only be resolved by stoplights. This increases the very commute time you are claiming you attempt to reduce.

Also, are we sure this project is even necessary? The Northwest area bounded by Nicolas, west to the James River, and to the South by Rte 14 is not a booming metropolis. in fact, Clever, Republic, and Battlefield have much more development than this area you are claiming needs this boondoggle. Your are not reducing the commute time of the population by not improving the roads that serve the areas of population density that are increasing. AGAIN, you are not serving the areas of increased population density. Republic has seen a development boom. Battlefield and Clever are developing on smaller yet higher than normal rates. DO YOU REALLY BELIEVE THAT THAT MANY CITIZENS NEED TO GET FROM BATTLEFIELD TO NIXA HARDWARE FASTER? and if that's true, again, why isnts rte 14 West of Nicolas being widened already.

Pebble Creek is a crown jewel in Christian County. But it's built out. There are only a handful of lots available. Most of which are unbuildable due to terrain. To

the North is a Century Farm Trust. All cupped by the James River. The land to the south of 14 is not even mentioned for possible extension of this road. Why? Because there is no where to build new homes.

Any traffic density to the west of Nixa already has a huge expansion of Kansas Expressway to Nicolas Road as a primary reliever. RIGHT?! So within 3 minutes drive time of this expansion that is already under way , you feel the need to RESTRICT PROPERTY RIGHTS OF CITIZENS?

I say NO!

Now, for the true planning part of your job. If the POPULATION is increasing in Battlefield, Clever, and Republic areas- WHY aren't you improving the roads there? So simple, it's easy. Right? I guess not. Expanding FF and ZZ in not just a thought but a necessity. With the business expansion in Republic WHY ARE YOU NOT EXPANDING A NORTH SOUTH ROUTE TO SERVE THE OBVIOUS? A

Southbound spur of ZZ to 14 will cut the more commute times you are claiming make this project necessary. With much less disruption and cost than this will cause to a quiet area of NW Nixa has no need now or in the foreseeable future. Even is all available land becomes high density subdivisions, the current structure is more than capable of handling the needs.

I am shocked that a professional traffic planning commission cannot adapt to the real time needs and trends of this area as a whole. The big picture design that you are selling is not what is really happening.

I urge you to refuse these plans as a whole. Expand your scope to truly serve the taxpayers for a smart future for all of us!

[REDACTED]
[REDACTED]

THIS IS A ROAD TO NOWHERE.

OTO Response:

Thank you for your comment. This information will be shared with the study team, our Technical Planning Committee, and Board of Directors.

Have a great evening.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/21/2023

Received through: Website Comment Form

Contact Name: Shelia [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Makes no sense using any of the 3-4 routes you displayed at the meeting on 7/18. The ideal route would be connecting FF to Hiway ZZ(which is an existing hiway) then where Hiway ZZ begins to get windy connect to Holder Road and come out at Hiway 14. That would be more beneficial to the growing population in Clever and the areas West of Nixa.

There won't be as many homes ruined and peoples lives ruined because more open land with that route.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors.

Have a wonderful Monday!



PUBLIC COMMENT



Area of concern: Greenbridge Road and N. 10 Avenue

City/County of concern: Ozark/Christian County

Date received: 07/25/2023

Received through: Website Comment Form

Contact Name: Teresa [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I work for TREKK Design Group and we are preparing a Preliminary Transportation Assessment for a proposed development near the intersection of Greenbridge Rd and N. 10 Ave. I am looking for daily traffic counts for these routes. Would you possibly have any AADT data available for these low volume routes?

I appreciate your time and response to this.
Thanks.

OTO Response:

Thank you for the inquiry. After talking with our team, we do not have AADT data for that area.

Hope you have a wonderful day!



PUBLIC COMMENT



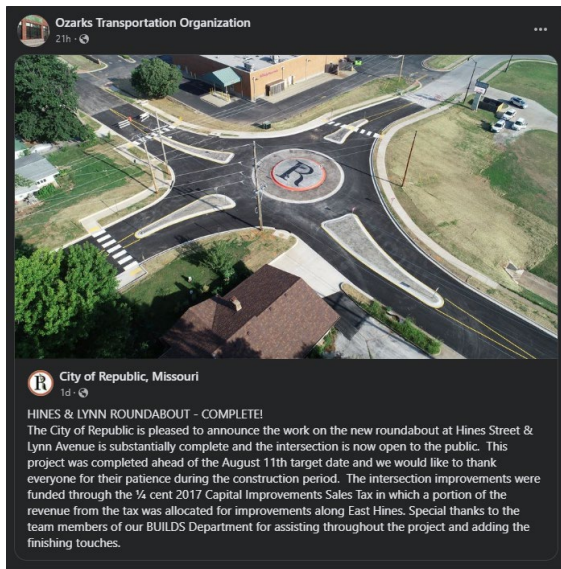
Area of concern: Roundabouts

City/County of concern: OTO MPO Area

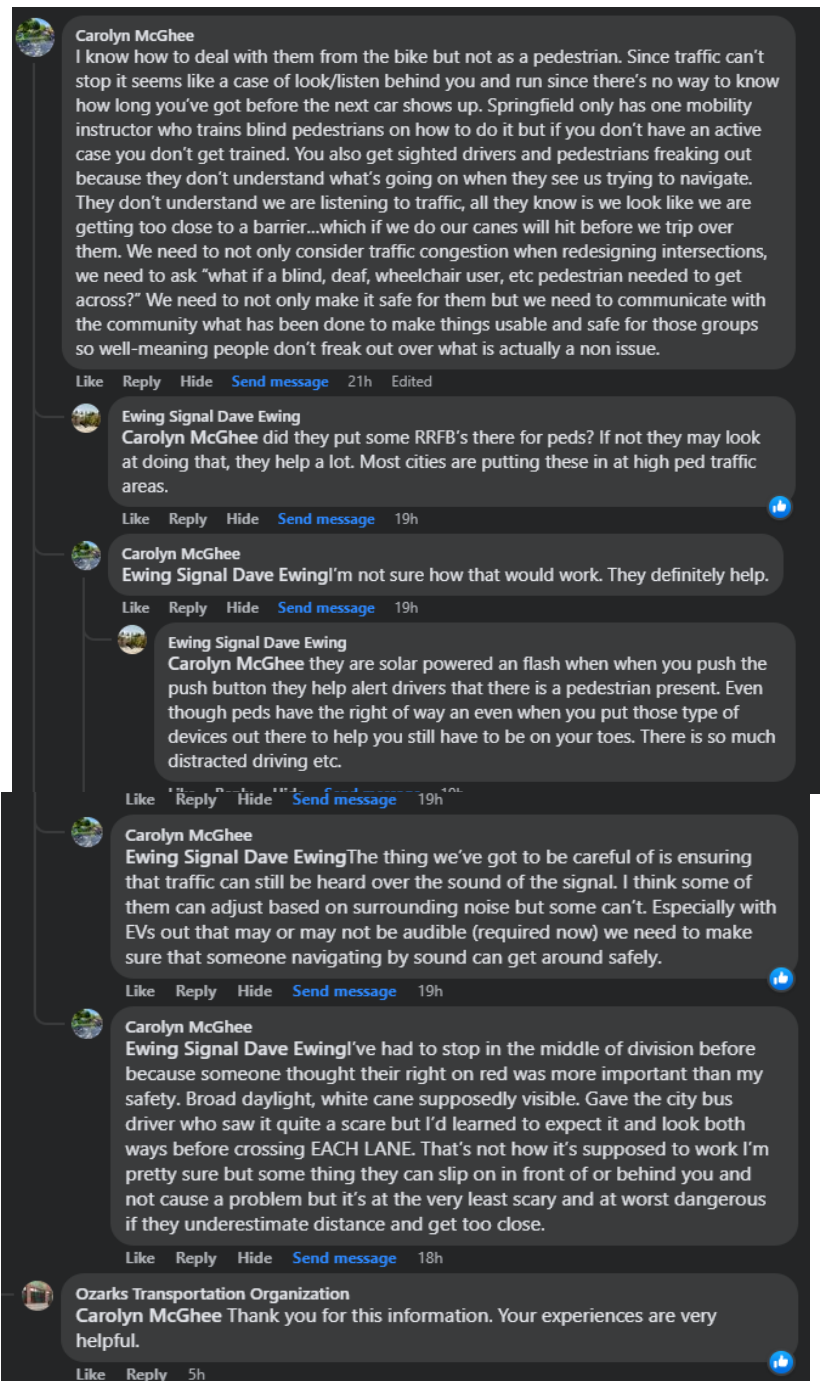
Date received: 07/27/2023

Received through: Facebook

OTO's Original Shared Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/28/2023

Received through: Website Comment Form

Contact Name: Brian [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Thank you for the update. Some additional comments.

Adding another bridge across the James River is a good thing.

Why we we build a 2 lane bridge at Nelson Mill today and tear it down before it's like expectancy.

Phillips Rd, which I own land off of also, is a much better option that Nelson Mill. How on earth would you access Misty River Subdivision if the bridge there was a 4 lane?

Carol Rd and 14 is a deadly intersection. Can believe it is still the way it is.

Thanks for being reasonable and understanding what was presented was no where near thought through.

OTO Response:

Thank you for the additional comments. These will be shared with our Technical Planning Committee and Board of Directors.

Thank you again. Have a wonderful weekend!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/28/2023

Received through: Website Comment Form

Contact Name: Amy [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I still do not understand why you are trying to economically cripple Christian County and the city of Nixa. I thought this organization was formed to benefit the entire area, yet the extension of FF Highway to Highway 14 without the corresponding commercial infrastructure only serves to benefit the cities of Battlefield, Springfield and Republic. Will you please explain to me why you believe Christian County and the city of Nixa need to be bypassed in such a way? Thank you.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a great weekend.



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 07/28/2023

Received through: Website Comment Form

Contact Name: Susan [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I wanted to let you know that I believe a better option would be to connect Highway ZZ to State Highway N using Holder Road. The current options for FF all go through flood plains which will be very costly. Also, the current FF plans also affect a few century farms. By connecting ZZ to N using Holder road you would not need to build any new road ways, just simply expand already existing roadways.

Thank you for your time.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a great day.



PUBLIC COMMENT



Area of concern: CC & Old Castle Road

City/County of concern: Nixa/Christian County

Date received: 08/03/2023

Received through: Website Comment Form

Contact Name: Brent

Contact Email/Ph #: [REDACTED]

Comment:

I am requesting a stop light be placed at the intersection of CC & Old Castle in Nixa. At certain times of the day it is VERY difficult and dangerous to go from Old Castle onto CC. In the morning, especially when school is in session, and rush hour. I live in the Eagle Crest subdivision and have noticed debris from accidents at this intersection several times. Anyone who thinks this isn't an issue try and go onto CC from the subdivision at rush hour & then tell me about it. I don't think the light would have to regulate traffic all the time just certain times of the day.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee, and Board of Directors as well as the City of Nixa and MoDOT.

Thank you!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 08/14/2023

Received through: Website Comment Form

Contact Name: Lindsey [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I was unable to attend the public meeting regarding the Hwy FF extension to Hwy 14 in Nixa, however my unwavering opposition to this extension remains. The proposed routes to extend FF would increase traffic in a quiet, nature-centric area of Greene/Christian county, negatively impact property values for myself and neighbors, add a highway in my literal front yard close to where my children sleep and play, and absolutely ruin the peaceful life so many of us have built. I type this message from my back porch where I can listen to the rain pattering through the forest and feel morning mist on my face with each gentle breeze. My husband and I moved here three years ago with the intention of this being our forever home. Where our kids could grow up and hopefully someday return to visit with children of their own. We moved out of town to have this peace. Other residents in the area feel the same. If we wanted to live that close to a highway, we wouldn't live here. Those who use the road the most are the ones who live here, and we do not want a highway. It ruins our peace & property value. What about Nicholas Rd? It already runs from Springfield to 14. What about ZZ? It runs through Republic, is so close to Springfield, and continues to 14 & Clever. Improving those already-busy roadways wouldn't take people's property like this extension and force a peaceful farm road into becoming an expressway. Please do not move forward with extension plans that cut through the Old Mill/Nelson Mill/Union Chapel areas.

Respectfully, Lindsey [REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors. Below is a copy of an email that was sent to those who attended the meeting.

Update – FF Extension Study:

“Good Morning,

I am emailing you regarding the FF Extension study that the Ozarks Transportation Organization is conducting. After a well-attended public meeting, it has come to our attention that there is some additional information that we should consider. We are pausing the study to investigate some items of interest, how to better share relevant information and to provide more time for the public to consider the options presented. As such, we plan to regroup after the first of the year with a well thought out process that will consider the input we have received and provide plenty of notice for all meetings.

We will be updating the website at <https://www.ozarkstransportation.org/hwyffextstudy> to reflect any new information when the study restarts.

I want to personally thank you for your engagement in the transportation planning process. Your input makes a difference.

Please feel free to reach out to me with any questions in the meantime.

**Sincerely,
Sara Fields”**

Thank you again for your input!



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 08/14/2023

Received through: Website Comment Form

Contact Name: Donald [REDACTED] **Contact Email/Ph #:** [REDACTED]

Comment:

Thanks for your card sent 29 July. I did not receive notice of the first meeting. I live on 43.8 acres NW of the Tracker-Phillips intersection and pasture and hay adjoining plots. My only comment on the projected site maps is that they are terribly naive in their reflection of karst realities of the area. On my property three distinct draws or hollows converge into one major hollow. All these topographic features are sinkhole channels, which extend north to Blue Springs. Occasionally after heavy rains, in the bottoms of these channels, holes appear (probably not caused by elves!) which require large rock and other fill to choke them. (Another such channel runs from the drainage divide near the vinegar plant in downtown Nixa northwest, through Tracker and the old Lowell Amos farm properties to James River just west of Cox Road.) I will attend the next meeting--if I am notified.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and the Board of Directors. We apologize that you did not receive notice of the meeting. We used the same mailing list for the postcards with the notification of the meeting and the postcards with the update (sent the end of July). The postcards were mailed to the property owners listed in the Christian County assessor database for the parcels in the proposed area. Meeting notices were shared through the City of Nixa, City of Battlefield, City of Clever, and on our website. In addition, the OTO placed Facebook ads for the zip codes affected. We have learned though, that our efforts were not enough. In the future, we will try additional avenues. Thank you again for your input. Have a wonderful day!



PUBLIC COMMENT



Area of concern: Kansas Expressway Extension

City/County of concern: Springfield/Greene County

Date received: 08/18/2023

Received through: MoDOT

Contact Name: Tom [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Fully fund the Kansas Expressway Extension in Greene County.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Transportation Needs.

We value your input and will share your comment with our planning partner, the Ozarks Transportation Organization and Greene County.

The MoDOT Unfunded Needs lists is for needs that are part of the state (MoDOT) transportation system. South of Route 60 (James River Freeway), Kansas Expressway is a city and county road.

As you are aware a Phase I construction project is currently underway. We anticipate that Greene County will have a Phase II improvement under construction by the end of the year, extending Kansas Expressway to Cox Road.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: Highway 60 around Republic

City/County of concern: Republic/Greene County

Date received: 08/18/2023

Received through: MoDOT

Contact Name: Thomas [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Highway 60 must be diverted around Republic's growing community. The existing Hwy 60 thru Republic could be a Business Route, while taking James River (Hwy 60) just north of MM intersection and merge to new east/west 4 lane Hwy 60 to be reconnected to existing Hwy 60 west of Billings before 413 interchange. There is then an ability to 4 lane in future expansion Hwy 60 to Oklahoma line while saving hundreds of accidents and lives. Hwy 60 from Republic interchange west to state line does not match that east of same exit. This should have been done a few years ago when some idiot decided that the 174 intersection would correct the traffic congestion caused by growth of community. That was a waste of money! Bandaid for skull fracture. No foresight.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Transportation Needs.

We value your input and will share your comment with our planning partner, the Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



PUBLIC COMMENT



Area of concern: J Turns

City/County of concern: OTO MPO Area

Date received: 09/07/2023

Received through: MoDOT

Contact Name: John [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

We enjoy cycling in the Ozarks and we love sharing our rural roads with others in the tandem cycling community. However J Turns are extremely dangerous for cyclists and limit cycling options.

As a drivers and cyclist crossing these are hazardous and place you in danger with no easy way to get to a safe haven. Lots of states have we have ridden in have bike path style crossings that provide a safe way to cross busy intersections. This is a good way to cross and is also cheaper than a bridge. Please consider this when planning. J turns block getting access to the rural areas.

MoDOT Response:

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs.

We value your input and will share your comment with our planning partner, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.

TAB 13



The National Beat

September 7th, 2023

Federal Updates

On August 31st, The Biden administration allocated over \$15 billion to bolster the U.S. auto industry's transition to electric vehicles ([read here](#)). The Department of Energy will direct up to \$12 billion in grants and loans to retrofit existing facilities for electric vehicle production. An additional \$3.5 billion will go toward enhancing domestic battery manufacturing. The move comes amid pressure from unions and political opponents regarding the transition to electric vehicles. The funding will be sourced from both the Inflation Reduction Act (IRA) and the IIJA.

On August 30th, The EPA's Office of Transportation and Air Quality released MOVES4, an upgrade to their Motor Vehicle Emission Simulator ([read here](#)). The new model offers enhanced capabilities for estimating vehicle emissions and includes updated vehicle and emissions data. MOVES4 incorporates updated vehicle and emissions data, improved functionality for modeling electric vehicles, and allows users to assess the impact of new regulations.

USDOT

On September 5th, NHTSA issued a notice seeking public comments on the extension and modification of its State Data Transfer (SDT) program for Vehicle Crash Information ([read here](#)). The SDT program is a voluntary initiative that collects motor vehicle crash data to identify safety trends and assess vehicle standards. The program has two main components: the State Data System (SDS) and the Electronic Data Transfer (EDT). A new grant program, the State Electronic Data Collection (SEDC), has been introduced under the IIJA to modernize and standardize State crash data repositories. Public comment is open until October 5th.

On September 1st, FHWA issued a notice announcing the annual August Redistribution of \$7.915 B in Fiscal Year (FY) 2023 obligation limitation to the State DOTs ([read here](#)). August Redistribution is mandated by the USDOT Appropriations Act (i.e., dating back to 1975), aimed at reallocating funds from slow-spending non-formula programs to faster-spending formula programs. States are required to obligate these funds by signing legally binding contracts before the end of the FY. The size of the annual redistribution has significantly increased over the years, largely due to the growth in non-formula competitive programs (e.g., SS4A). For MPOs August Redistribution is particularly relevant as it impacts the availability and allocation of federal funds that can be channeled into regional planning and infrastructure projects.



- For FY23, State DOTs submitted requests totaling \$7.973 billion ([access category-specific apportionment and obligation limitation notices here](#)). These redistributed funds, set to expire on September 30, 2023, are preferentially allocated to states with substantial unobligated balances. Division Administrators are instructed to obligate these funds by September 26, 2023, at the latest. To prevent last year's issue of State DOTs under-requesting funds, the FHWA proactively engaged with State DOTs, leading to states requesting \$58 million more than the final redistributed amount this year.
- August Redistribution is the final segment of the annual highway funding structure for FY23, culminating in an aggregate of \$61.5 billion in usable highway formula funding for State DOTs. This sum is sourced from diverse channels: \$45.3 billion (74%) from the initial obligation limitation, \$7.9 billion (13%) from the August Redistribution, \$603 million (1%) in contract authority exempt from the limitation, \$6.4 billion (10%) from the Infrastructure Investment and Jobs Act (IIJA) for specific programs, and \$1.2 billion (2%) from the FY 2023 DOT Appropriations Act for targeted programs. Despite these advancements, challenges persist, notably in the slow expenditure of competitive grant programs such as INFRA and TIFIA. AMPO and its committees are tracking this issue and have made obligation a priority for the next reauthorization.

On September 1st, FHWA's Office of Research released case studies on the construction costs of Complete Streets projects. ([read here](#)).

On August 30th, Sue Lawless was named as the assistant administrator and chief safety officer for the Federal Motor Carrier Safety Administration (FMCSA), effective September 10th. ([read here](#)).

On August 30th, an audit of USDOTs cloud-based systems revealed significant security and privacy weaknesses, hindering its transition to a Zero Trust Architecture (ZTA) ([read here](#)). The audit found that DOT and its Operating Administrations (OAs) have not consistently implemented federal security and privacy controls, leaving them vulnerable to cyberattacks. The department also lacks a comprehensive strategy for transitioning to ZTA, including a proposed schedule or migration steps, putting it at risk of missing key milestones by the end of fiscal year 2024. The audit made 21 recommendations to improve cloud security and the transition to ZTA. DOT agreed with 19 of them and is in the process of implementing corrective actions.

On August 29th, FHWA's Office of Natural Environment published a new fact sheet to assist MPOs with emissions measure target setting. ([read here](#)). Presented as a flow chart, the fact sheet clarifies reporting requirements, target-setting procedures, and timelines. On August 24th, FMCSA announced a new survey and study on the impact of vehicle maintenance on motor carrier safety. ([read here](#)). The study goal is to produce a technical report and a recommended best practices guide, aiming to establish minimum standards



for maintenance and clarify the requirements for both federal and state inspectors and carriers.

On August 16th, FHWA published an FAQ document on eligible highway projects under the PROTECT Formula Program. ([read here](#)). The document clarifies that PROTECT funds can be used for highway projects identified in 23 U.S.C. 176. Eligible highway facilities are defined in 23 U.S.C. 101(a)(11) and include a wide range of structures and features, such as roads, bridges, tunnels, and signs. If a project is eligible for title 23 funds, it is also eligible for PROTECT funds for corresponding activities. The document confirms that local roads and rural minor collectors are eligible for PROTECT Formula Funds. These can be either Federal-aid highways or other roads maintained by a public authority and open to public travel.

NHSTA recently released resources aimed at improving pedestrian safety through low-cost measures ([read here](#)). The "Low-Cost Pedestrian Safety Zones: Countermeasure Selection Resource" and an accompanying eight-step handbook outline how to develop and implement cost-effective solutions for areas with high rates of pedestrian-related crashes.

Congressional Hearings & Markups

- On [Thursday, September 7th at 10:00 AM](#): The Senate Environment and Public Works (EPW) committee will hold a full committee hearing focusing on the IJJA's impact on drinking water and wastewater infrastructure.

National Transportation News

On August 29th, Eno Center for Transportation published a policy brief that discusses the growing importance of Artificial Intelligence (AI) in the transportation sector ([read here](#)). The brief emphasizes the need for transportation professionals to understand AI's workings, limitations, and benefits to make informed decisions.

On July 24th, The Eno Center for Transportation and the Transportation Construction Coalition released recommendations for the federal government on implementing a Vehicle Miles Traveled (VMT) fee as an alternative to fuel taxes for transportation funding ([read here](#)). The paper suggests a phased, scalable approach that builds on existing state-level pilots, focusing on both commercial and private vehicles.



NOFOs

- USDOT is now accepting applications for its SMART Grants Program until October 10, 2023, 5:00 p.m. ET ([access here](#)). The program is open for Stage 1 Planning and Prototyping grants, aiming to fund innovative solutions for transportation issues.
- USDOT plans to announce the FY23 Thriving Communities Program NOFO and Call for Letters of Interest in September ([read here](#)). The program supports disadvantaged and under-resourced communities by funding Capacity Builders who offer technical assistance, planning, and capacity building.

Learn about federal grants available to MPOs and key NOFO information in AMPO's NOFO Tracker ([access here](#)). The Tracker is available on [ampo.org](https://www.ampo.org) under the "Resources" drop down.

Transportation Demand Management is a Movement for Improvement



Sponsored Content from Southwestern Pennsylvania Commission

WHAT IS TDM?

Transportation Demand Management (TDM), by definition, is the use of strategies to inform and encourage travelers to maximize the efficiency of our transportation systems, leading to outcomes such as improved mobility, reduced congestion, and lower vehicle emissions.

For the Southwestern Pennsylvania Commission (SPC), TDM is further defined to include the outcome of improved safety for travelers and the community at large.

All of these outcomes — improved mobility, reduced congestion, lower vehicle emissions, and greater safety — warrant focus and effort. And that's exactly what SPC is doing: sharpening our focus on TDM strategies across the 10-county region we serve.

WHAT ARE EFFECTIVE TDM STRATEGIES?

Most people think about the obvious when it comes to transportation options, such as public transit, carpooling and vanpooling options, bicycling and pedestrian amenities. But true TDM efforts encompass these, plus additional strategies that have proven effective. That includes:

- Access to the Qualified Transportation Fringe Benefit (pre-tax and/or subsidy)
- Provision of public transportation and/or private shuttle services
- Appropriate pricing of parking, tolls, transit, and other options
- Assistance with trip planning and ridesharing
- State and local TDM ordinances, commute trip reduction laws or other similar regulations
- Parking management
- Use of High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes
- Promotion and support of telecommuting & hybrid work schedules
- Targeted marketing & education to inform commuters about options and shift behavior
- Investment and support of bicycle & pedestrian infrastructure

Ultimately, the goal is to provide options for residents and visitors to have travel modes other than single occupancy vehicles (SOVs).

It's also important to keep in mind that while transportation systems management and operations are an umbrella term for a set of strategies, it is helpful to focus on specific needs – aka, 'the demands' – of the travelers themselves. The strongest strategies will be built around those demands, offering true solutions that are customized by region.

HOW CAN FUNDING BE ATTAINED FOR TDM INITIATIVES?

TDM efforts are no small feat. People and organizations tasked with strategizing, planning, and implementing TDM solutions must also find resources for funding these projects. Luckily, there are several options for financial support.

The Congestion Mitigation Air Quality (CMAQ) program provides funding to state departments of transportation (DOTs), local governments, and transit agencies for projects and programs that meet requirements of the Clean Air Act. These projects are evaluated for their ability to reduce mobile source emissions and regional congestion across transportation networks.

Transportation Alternative (TA) Set-Aside program provides funds under the Surface Transportation Program (STP), specifically ear-marked for community based "non-traditional" projects. To qualify, these projects must strengthen the cultural, aesthetic, and environmental aspects of the region's intermodal transportation system. Examples of projects funded by the TA Set-Aside program include the creation of pedestrian and bicycle facilities, preservation of historic transportation structures, and trail development.

The Carbon Reduction Program (CRP) is one of many new initiatives created through the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment & Jobs Act (IIJA). This program has already been providing historic levels of funding for our nation's transportation and infrastructure systems. The CRP aims to reduce transportation emissions through the development of state carbon reduction strategies, and by funding projects specifically designed to reduce transportation emissions.

WHAT TDM EFFORTS HAVE WE ALREADY INITIATED?

SPC has a TDM Action Plan in place with many efforts already in place. Here are just a few examples of completed and existing projects. You can see more details about these and [view the full plan here](#).

- CommuteInfo Vanpooling Program
- City of Pittsburgh's Bike Lane Program
- Regional Bike Trails, including the Panhandle Trail, Montour Trail, GAP Trail, and more
- Pittsburgh Regional Transit's (PRT) Bus Rapid Transit (BRT) Project
- Intelligent Transportation System (ITS), or technology-based projects

While the efforts already in place are impressive, there is always more work that can be done. Join SPC, as together our TDM efforts make a movement for improvement.

ABOUT THE CONTENT AUTHOR AND SPONSOR: SOUTHWESTERN PENNSYLVANIA COMMISSION

The Southwestern Pennsylvania Commission (SPC) has been spearheading TDM initiatives for more than a decade. The goal is to provide travelers with information, options, and incentives that expand their travel choices and result in a safer and healthier environment and economy. Led by Anthony Hickton, SPC has a TDM Action Plan in place with many efforts already in motion.



ABOUT THE AUTHOR

Anthony Hickton is the TDM Manager at Southwestern Pennsylvania Commission



FINANCE

Clock Ticking for States to Replace Dwindling Gas Taxes

They are a key source of funding for transportation infrastructure, but have been shrinking for years. Two new reports explore possible alternatives.

Sept. 6, 2023 • **Jared Brey**



(Shutterstock)

In Brief:

- Gas taxes, a key source of funding for transportation infrastructure, will generate less revenue as more drivers switch to electric vehicles.
- States have begun charging annual registration fees for EVs, and are exploring additional fees based on vehicle miles traveled.
- A national pilot program to collect VMT fees in place of gas taxes is expected in the next few years.

This month, electric vehicle drivers in Texas will [start paying](#) an additional fee of \$200 per year to register their cars.

While that may sound like a vindictive measure from a conservative state aimed at extending the primacy of fossil fuels, it's in fact an increasingly common tool used by states of every stripe, as they face down the question of how to replace dwindling revenue from gas taxes. More than half of U.S. states, including Michigan, Washington, Wyoming and California, have similar fees on the books, according to a recent report from the MIT Mobility Initiative. The fees range widely in scale, but most aren't high enough to replace the revenue the average driver pays in state gas taxes each year, according to the report.

As more drivers switch to electric vehicles, incentivized by [provisions](#) of the Inflation Reduction Act and other federal laws, states will see gas tax revenue continue to shrink. While many leaders have embraced the transition to electric vehicles, neither the states nor the federal government have yet figured out a perfect way to replace their gas taxes, which have traditionally been a critical source of funding for transportation infrastructure. The sooner alternatives are put in place, the better, says Jim Aloisi, a lecturer of transportation policy and planning at MIT and former secretary of transportation for Massachusetts.

“The one thing you don't want to do is spring this on people at the very end of the

process,” Aloisi says. “People need to know that a consequence of this transition is that we need to find a replacement for the one revenue source we’ve relied on since the 20th century, and that’s the gas tax.”

New Funding Model Needed

As Aloisi and his co-authors wrote in their July report, [Replacing the Gas Tax](#), gas taxes have been “the mainstay of transportation funding for most states since the early decades of the 20th century, and for the federal government since enactment of the Interstate Highway Act of 1956.” But they’ve been inadequate for years. The federal gas tax was last raised in 1993, and hasn’t kept pace with inflation. Fewer than half of states have tied their own gas taxes to inflation, according to the [National Conference of State Legislatures](#). The federal Highway Trust Fund is currently solvent for the first time in over a decade because of funding from the Infrastructure Investment and Jobs Act, but won’t stay that way for long, the MIT report notes.

The need to replace the gas tax is also a chance to build a “more rational transportation funding system,” the report says — one that accounts for all the ways that cars wear on infrastructure and the environment, whether they’re electric or gas-powered. The group lays out a framework to help policymakers design possible alternatives, including more sophisticated measures than registration fees.

Some key considerations include making such programs easy to administer, tough for drivers to evade, stable and fair, the report says. They should also be able to address traffic congestion, road wear and tear, safety and emissions, it says. People are also more willing to accept taxes and fees that they don’t have to think about every day, Aloisi says, like the way cash tolls used to anger motorists.

“It’s not too early to start thinking about this,” Aloisi says. “If a state wanted to take it slow and say, ‘We’re going to pilot something, try it out, have a dialog with

the voters’ — whatever they want to do, that takes time.”

States Test Fuel Tax Alternatives; National Pilot Expected

Advocates and researchers have been talking for years about moving from a gas tax to a user charge based on vehicle miles traveled (VMT), and some states already have pilot VMT programs in place. Concerns about the gas tax long predate the rise of electric vehicles, says Garrett Shrode, a policy analyst at the Eno Center for Transportation and lead author of a recent [report](#) on national alternatives to the gas tax.

“If you look at the numbers over the last two decades, we’ve been losing revenue to fuel-efficiency gains in internal combustion engines,” Shrode says.

The first state to pilot a VMT fee was Oregon in 2006; that program became permanent in 2015, and allows drivers to opt in and pay a 1.8-cents-per-mile fee and get a credit against gas taxes paid. Lawmakers have discussed making it [mandatory](#) in coming years. Other states with permanent, voluntary programs include Utah, Virginia and Hawaii, while many other states have pilot programs in place. There’s no consensus on the best way to monitor each driver’s vehicle miles traveled yet, but options include manual reporting of odometer readings, onboard devices and mobile phone apps.

“The pilots have been pretty good at answering some questions we needed answered” about administration and logistics, Shrode says.

States have introduced pilot programs in a revenue-neutral way, to test out methods for measuring and collecting fees, but haven’t begun leaning on them to generate funds on the scale of the gas tax. At the national level, the IIJA requires the Department of Transportation to run a pilot of its own to “test the design, acceptance, implementation and financial sustainability” of VMT fees, according to the Eno Center report.

Shrode says the department has been “dragging its feet” on that pilot. Given the experimentation that’s already being done at the state levels, he says, the national pilot should focus on simplicity, and on finding ways for federal and

state VMT programs to overlap.

It's likely that states will end up with a range of approaches to collecting VMT fees, Shrode says. But as the U.S. edges closer to mass adoption of EVs, the urgency of finding an alternative to gas taxes will only grow.

“It really looks like a patchwork of revenue mechanisms are going to be needed and there's not going to be one clear solution,” Shrode says. “So states, in order to set themselves up for success now, should really be exploring multiple potential avenues.”



Jared Brey

Jared Brey is a senior staff writer for *Governing*. He can be found on Twitter at @jaredbrey.



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Cost-Per-Rider Measurement Shifts Perspective on Expensive Transit Projects

Cost-Per-Rider Measurement Shifts Perspective on Expensive Transit Projects

Transit

AUGUST 17, 2023 | JEFF DAVIS

Quick, what's the most expensive mass transit project currently under consideration?

You would probably answer "the new Hudson River Tunnel," which has a proposed price tag of \$15.6 billion, of

which \$7.4 billion would come from federal cash grants and an additional \$7.8 billion from low-interest federal loans.

But those amounts are the total capital cost of the project, in year-of-expenditure dollars. There are ways to look at the cost of transportation projects other than total capital cost, and some of those can be enlightening.

The Federal Transit Administration maintains a [list of project profiles](#) for ongoing and pending Capital Investment Grant (CIG) projects. Many (but by no means all) of those project profiles contain not only cost information but also the estimated ridership forecast for the project, usually in both a current/opening year and then in the final year of a multi-decade planning horizon (15 to 25 years off, depending on when the study was completed).

It is a simple matter to divide the total capital cost by the estimated daily ridership forecast to derive capital cost per estimated daily rider. And when you do that, your idea of which project is most expensive can shift a bit.

Example #1: the [new Hudson River Tunnel](#). The total capital cost is indeed stupendously large, far bigger than any previous federally funded mass transit project, even when accounting for inflation from decades past. But the thing that the NYC area has going for it is a lot of passenger throughput. Project sponsors estimate that the new tunnel would have between 189,000 and 210,000 daily riders (unlinked passenger trips), most of which would be New Jersey Transit riders.

Factor that in, and the capital cost of the new tunnel [per estimated daily rider](#) is somewhere in the \$74,000 to \$83,000 per daily rider range, depending on where you

are between the opening year and the planning horizon year.

Similarly, the proposed New York City Second Avenue Subway Phase 2 project has a large capital cost of \$6.9 billion, but project sponsors estimate it would have between 111,500 and 123,000 riders per day, which would put the capital cost per daily rider in the \$56,000 to \$62,000 per rider range.

But when you look at the other pending CIG megaproject, the San Jose BART Silicon Valley Phase 2 extension with a capital cost of \$9.3 billion, the project profile indicates a relatively low estimated daily ridership of between 14,000 per day at opening, rising to just 33,000 per day in the planning horizon year of 2040. That is a gobsmacking \$656,000 per daily rider capital cost at opening, diminishing to a still-high \$283,000 per daily rider capital cost in 2040.

Heavy-capacity rail and underwater tunnel projects always have a relatively high total capital cost because of the nature of the construction. (So does light-capacity rail, but for some reason, there are none of those pending, or else none of those that are in the development pipeline have both cost estimates and ridership forecasts yet.) Fixed-guideway bus rapid transit (BRT) projects, and streetcar projects, tend to have much lower total capital costs, and for this reason, BRT projects especially have become very popular of late.

The basic per-rider cost analysis also shows a large discrepancy in these project types. The pending South Carolina Lowcountry BRT project would cost \$625 million and would only move 4,500 to 7,600 people per day, so even in its planning horizon year of 2040, its

capital cost would still be over \$82,000 per estimated daily rider – 46 percent higher than the NYC Second Avenue Subway extension.

(In Lowcountry's defense, it was one of the first, if not the first, project to have a revised cost estimate completed since the post-COVID construction cost inflation drove up the prices of labor and materials so drastically, as this local newspaper article attests. Many of the other projects have cost estimates that were derived before the recent construction cost inflation.)

Houston, Texas has a BRT project that would move almost three times as many people but would also cost almost three times as much, for an \$80,000 per daily rider capital cost in 2040.

Similarly, Los Angeles has a downtown streetcar project that would "only" cost \$296 million, but in the planning horizon year of 2035, it would only move 5,100 people per day, resulting in a capital-cost-per-daily-rider of \$58 grand, which is slightly higher than the per-rider cost of the \$6.9 billion Second Avenue Subway in its horizon year.

On the bright side, Denver is planning a BRT project that would cost \$255 million but would move an estimated 35,900 riders per day in its planning horizon year, for a capital cost per estimated daily rider of just \$7,112, which is 11.5 times cheaper than the per-rider cost of the South Carolina Lowcountry BRT, and almost 40 times cheaper than the BART Silicon Valley extension per-rider in its horizon year.

Let's emphasize that again – project sponsors say it will cost almost 40 times more to move a person in San Jose and Santa Clarita by building a BART heavy rail extension than it will cost to create a BRT line to move a person

through Denver. (And the Denver BRT is 8.5 miles versus the BART extension's 6.0 miles.) Some significant cost multiplier is inevitable when comparing heavy rail vs BRT, but 40-fold seems to be pushing things.

Major caveat: Even before COVID blew up mass transit ridership, there was a sense among participants in the field that the ridership estimates for new transportation projects (highway, transit, and rail) were somewhere between wild guesswork and “not worth the paper they are printed on.” The rules required the estimates to be made, but they weren't particularly good.

The U.S. Government Accountability Office released a survey this year trying to quantify this, but unfortunately, most of the projects they selected had not finished the ridership estimate comparison yet, or were delaying it because they opened during COVID. The only two projects in the survey that opened pre-COVID (by 2018) had initial ridership that was 30 percent below their opening year estimates. Between that and COVID, one can easily assume that the numbers in this article are low and that the eventual transit cost per daily rider will be higher than estimated in most instances.

Second major caveat: this article does not compare cost-per-rider metrics for highway projects as well. While a comparison would certainly be worthwhile, it would be much more difficult because the federal government does not maintain a centralized set of project summaries for major highway projects that list the cost and the projected ridership. The Federal Highway Administration website has no such list. Even the project fact sheets for RAISE grant projects in the Secretary's office don't list ridership or traffic projections. The only way to find that

online is to look at state and regional government websites, and the reporting formats are not consistent.

Total Capital Costs and Ridership Projections for Current Capital Investment Grant Projects

		Total Capital Cost (Mil. \$)	Daily Ridership Forecast		Cap. Cost Per Daily Rider	
			Opening Year	Horizon Year	Opening Year	Horizon Year
Heavy Rail Projects (4)						
CA	San Jose BART SV Phase 2	\$9,317.6	14,200	32,900	\$656,170	\$283,210
CA	L.A. Westside Phase 3	\$3,599.3	21,600	36,100	\$166,633	\$99,703
CA	L.A. Westside Phase 2	\$2,499.2	21,600	36,100	\$115,706	\$69,231
NY	NYC 2nd Ave Subway Phase 2	\$6,948.7	111,500	123,000	\$62,321	\$56,494
Commuter Rail Projects (1)						
NJ-NY	Hudson River Tunnel	\$15,649.0	189,000	210,400	\$82,799	\$74,377
Bus Rapid Transit Projects (11)						
SC	Lowcountry Project	\$625.1	4,500	7,600	\$138,911	\$82,250
TX	Houston University Corridor	\$1,565.7	15,000	19,400	\$104,380	\$80,706
NC	Wake BRT Southern Corridor	\$173.9	2,200	5,100	\$79,055	\$34,102
TX	San Antonio VIA N-S Corridor	\$320.0	7,100	13,500	\$45,070	\$23,704
CA	Monterey Busway/BRT	\$66.0	2,300	2,800	\$28,713	\$23,586
MN	Rochester Link	\$143.4	5,900	12,800	\$24,300	\$11,201
IN	IndyGo Blue Line BRT	\$220.0	9,500	10,000	\$23,158	\$22,000
NV	Maryland Parkway BRT	\$305.0	13,400	15,000	\$22,762	\$20,334
WA	Seattle RapidRide I Line	\$141.1	6,300	8,500	\$22,390	\$16,595
NC	Chapel Hill North-South BRT	\$141.4	6,600	10,400	\$21,423	\$13,595
CO	Denver East Colfax Ave. BRT	\$255.3	29,600	35,900	\$8,625	\$7,112
Streetcar Projects (3)						
FL	Tampa Streetcar	\$234.5	2,400	6,700	\$97,708	\$35,000
CA	L.A. Downtown Streetcar	\$296.4	3,700	5,100	\$80,103	\$58,114
WA	Seattle Center City Connector	\$285.5	11,000	20,100	\$25,955	\$14,204

PLANNING MAGAZINE

How to Pave the Way for Equitable EV Adoption

Use these 3 steps to empower 'garage orphans' to go electric with publicly accessible chargers.

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INNOVATIONS INFRASTRUCTURE



Planners can seed new areas of EV use by placing chargers in neighborhoods where traditional vehicles dominate. Photo courtesy FLO

Aug. 24, 2023

By ADAM F. LUBINSKY, AICP

More than one-third of U.S. adults are "garage orphans" — renters or homeowners who don't have a place to install a private electric vehicle (EV) charger. And that means they might think twice about buying an electric vehicle, even though EVs are increasingly affordable. Availability of charging infrastructure close to home is a big factor in the decision to buy an EV for many consumers. Residents of older urban and suburban neighborhoods might live in homes without garages, driveways, or parking lots, but still rely on a vehicle for their commute.

Most EV owners do have their own garages, but the 10 percent who do not must find other options to recharge. To improve equitable access to the benefits of electric vehicles, it's important to ensure that these residents have access to the infrastructure that supports EV ownership.

It might be tempting to place limited on-street chargers in areas that already show EV ownership, but planners can seed new areas of EV use by placing chargers in areas where traditional, or internal combustion engine (ICE), vehicles dominate. To encourage the switch from ICE vehicles to EVs, here are three ways planners can be strategic in charger placement by targeting currently unserved areas.

Eliminate charging deserts

Planners should first collect census and demographics data to understand how current EV charging infrastructure relates to low-income communities and environmental justice. Studies have shown that Black and Hispanic majority neighborhoods as well as areas with lots of multifamily housing have lower access to public and publicly funded chargers. Planners can analyze building typologies within these neighborhoods to understand where residents don't have access to private parking.

Overlaying this data with maps that show EV charging locations, such as the one from the [Alternative Fuels Data Center](#), can help target underserved communities within EV charging deserts, typically defined as areas where the nearest public charger is more than a ten-minute walk away.



In New York City, some on-street chargers cost \$1.50 less per hour to charge when used overnight, and also provide free parking. Photo by Gabby Jones/*The New York Times*.

It's not just neighborhood residents who need chargers: commuters and visitors to a neighborhood will also use on-street chargers. Planners can focus on areas with a combination of traits: lack of public transportation, a high rate of incoming and outgoing car commuters, and the presence of large workforces such as hospitals and universities or high-traffic destinations like stadiums, zoos, and parks.

Cities can partner with large institutions and take advantage of the fact that their employees park and could charge at work. Those employers could encourage and potentially incentivize EV use. Ride-share drivers will be hunting for public chargers as well: both Uber and Lyft have committed to be all-electric by 2030.

Consider the potential for 24-hour use of public chargers — by visitors during the day and by residents overnight — and use parking to incentivize EVs over traditional cars and trucks. For example, [on-street chargers in New York operated by FLO](#) cost \$2.50 per hour during the day and just \$1.00 per hour overnight. Besides the cost of charging, parking is free in those spaces.

Place chargers strategically

Like any municipal infrastructure project, planning for publicly accessible EV chargers requires a careful review of available data as well as community input. Planners should consider demographics, air pollution concerns, public transit connectivity, parking restrictions, and current EV charging locations and use.

At the curb level, public charger placement should work to reinforce a sense of place, promote accessibility, and support street life, taking into consideration the width of sidewalks, location of curb ramps, and the direction of travel (since most charging ports are on the driver's side). Prioritize EV charging deserts and areas with heightened levels of air pollution where cars are the main option for commuting. Neighborhoods with many garage orphans — especially those adjacent to areas with a high rate of incoming car commuters — are the optimal places for new public chargers.



Tacoma, Washington's 15 neighborhood business districts each have received one new streetside charger, according to a [City of Tacoma video](#). The chargers are affixed to energy-efficient LED streetlights, freeing up electricity to support the chargers with minimal upgrades. Photo courtesy of City of Tacoma.

While on-street parking regulations in residential neighborhoods with a high number of garage orphans typically don't require car owners to move their vehicles frequently (if at all), main streets usually employ time-limited parking. Planners can place new chargers on streets at the border of residential and commercial areas, where parking limits ensure a good charge (at least two hours at a [Level 2 charger](#)) but don't allow the EV to be parked so long that they don't see turnover. Cities can then adjust parking regulations to support daytime charging for visitors and overnight charging for residents or incentivize EV ownership by waiving residential parking permit fees for EVs.

Educate the public about the benefits of EV charger access

Efforts to place chargers on neighborhood streets might draw pushback from community members worried about losing parking spaces for traditional vehicles or disrupting neighborhood character (particularly in historic districts). Planners can share the importance of EV charging access for garage orphans to level the playing field for EV ownership. On-street chargers located near main streets with shopping and dining can also help those local businesses compete with large-format retailers who might have dedicated parking lots and chargers for their customers.

The goal of any public charging infrastructure program should be to replace ICE trips with EV trips. Some critics argue that a focus on switching to EVs encourages driving over cleaner modes like transit or nonmotorized transportation. But many residents live in areas with few commuting options beyond driving, and the transition from internal combustion engine vehicles to EVs will be vital in reducing emissions. In areas with poor transit, providing charging infrastructure is an equity issue and critical to the fight against climate change.

While significant public investments have helped single-family homeowners install electric vehicle chargers, garage orphans are left out of in the cold. Our cities could become segregated by EV and ICE usage — with corresponding air pollution disparities — if some areas have little or no access to charging infrastructure. Planners can help drive an equitable and inclusive switch to EVs with thoughtful deployment of public chargers.

Adam Lubinsky, PhD, AICP, is a partner at WXY Studio and an associate professor of professional practice at Columbia University's Graduate School of Architecture, Planning and Preservation. He is also the chair-elect for the APA's new Public Schools and Communities Division.

Connecticut Department of Transportation

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[CT.gov Home](#) (/) [Department of Transportation](#) (/DOT) CTDOT Announces New Complete Streets Design Criteria to Improve Roadway Safety and Enhance Mobility

CTDOT Press Releases



CONNECTICUT DEPARTMENT OF TRANSPORTATION
NEWS RELEASE
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111

08/24/2023

CTDOT Announces New Complete Streets Design Criteria to Improve Roadway Safety and Enhance Mobility

The Connecticut Department of Transportation (CTDOT) has implemented new Complete Streets design criteria to be incorporated into all projects. The Complete Streets [design criteria](#) is an expansion of CTDOT's Complete Street Policy, ensuring that every project includes a focus on pedestrian and bicyclist facilities and public transportation operations to create stronger intermodal transportation networks and improve safety.

Complete Streets Policies are aimed at creating roadways that work for everyone. By ensuring the needs of pedestrians, bicyclists, motorists, and transit customers of all ages and abilities, safety is improved, and a stronger transportation network is created.

"While this change may sound technical, it is a big deal for improving the safety of our transportation network. I am incredibly proud of our Bureaus of Engineering and Construction and Policy and Planning for tackling the challenge I posed to them and developing these new Complete Streets design criteria for all of our future projects," said **Connecticut Department of Transportation Commissioner Garrett Eucalitto**. "We are doing everything we can break down barriers to transportation and make Connecticut roadways more accessible for everyone."

"Utilizing Complete Streets design criteria is just one of the many ways we're working to make Connecticut safer for all roadway users," said **Connecticut Department of Transportation Chief Engineer and Bureau Chief of Engineering and Construction Scott Hill**. "This change will solidify and ensure that pedestrian, bicyclist, and motorist safety is incorporated into the billions of dollars worth of projects we have planned in our Capital Program."

2022 was the deadliest year on Connecticut roadways in decades, with more than 360 fatalities, including more than 70 pedestrian deaths. The new CTDOT Complete Streets Design criteria focuses on three areas to improve safety and mobility:

- **Pedestrian facilities** – includes sidewalks, shared use paths, or side paths on both sides of the roadway.
- **Bicycle facilities** – includes paved outside shoulders, bike lanes, separated bike paths, or shared use paths on both sides of the roadway.
- **Transit provisions** – includes crosswalks, shelters, benches, and other ways to make existing or proposed transit stops more accessible.

If any CTDOT project does not meet these three criteria, a formal design exemption and approval is required by the CTDOT Chief Engineer. The new design criteria can be [viewed here](#).

The new design criteria is part of a larger CTDOT strategy to improve safety and mobility, and reduce roadway crashes and injuries. For more information on CTDOT Complete Streets, visit [ct.gov/dot](https://portal.ct.gov/DOT/PP_Policy/Documents/Complete-Streets) (https://portal.ct.gov/DOT/PP_Policy/Documents/Complete-Streets).

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FHWA Gives Record-High \$7.9 Billion to States in Annual “August Redistribution” of Highway Funding

FHWA Gives Record-High \$7.9 Billion to States in Annual “August Redistribution” of Highway Funding

Federal Funding FY23 Highways & Streets

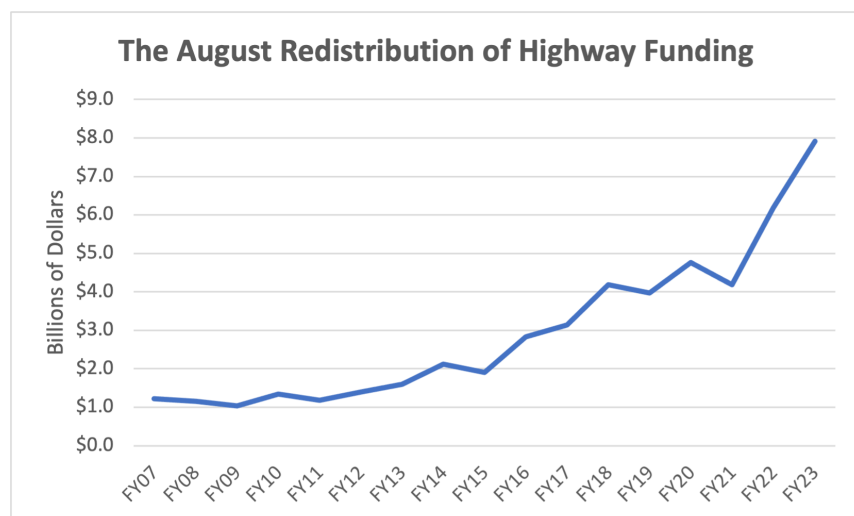
AUGUST 31, 2023 | JEFF DAVIS

Today, the Federal Highway Administration distributed \$7.915 billion in extra highway funding to states, on the

condition that the states obligate the funding by signing legally binding contracts prior to the fiscal-year-end shutdown of FHWA’s grant tracking software on September 26.

The annual “August redistribution” is a feature of the obligation limitation placed on the federal-aid highways program by every annual DOT Appropriations Act since 1976. The redistribution moves funding permission from slow-spending non-formula programs to faster-spending formula programs in the hopes of using every dollar of the limitation by the end of the fiscal year.

But this process used to be relatively small, under \$2 billion per year. With the growth in non-formula competitive programs at FHWA, the size of the annual redistribution has soared.



Making state DOTs wait until the start of the 12th month of the fiscal year before giving them a 17.5 percent boost in their funding, which they have less than 30 days to sign away, is probably suboptimal policy, and is definitely not in keeping with the whole concept of advance planning. But fixing it will involve a fundamental rethink of the obligation limitation itself and a lot of other concepts

July 24, 2023

related to this program, and that has to wait for the next reauthorization bill in 2026.

In the interim, FHWA managed to avoid the chaos that resulted last year, when the states did not request enough money at the start of the process, and FHWA had to go back to them, not once but twice, begging them to ask for more money so they would be spared the embarrassment of letting high-profile infrastructure funding go to waste when it lapsed on September 30. (We FOIA'd some documents on this and wrote an article five months ago summarizing this, "[How Hundreds of Millions in Highway Funding Was Almost Lost Last Summer.](#)")

This year, FHWA started working with states almost from the beginning of the fiscal year to help them be in a better position to request extra funding in August. They notified states in March that they estimated an all-time high redistribution of \$7.3 billion, then revised that upwards in May to \$7.4 billion and, importantly, did a state-by-state run notifying states of what their share was likely to be in August of that funding, if they requested it.

As a result, instead of a repeat of last year, when states were \$800 million short on their first request, this year, states requested \$58 million more than the amount redistributed.

The biggest culprits, again, are slow-spending competitive grant programs. Some \$2.2 billion of the \$7.9 billion being redistributed to states came from the INFRA grant program, where grant announcements lag close to a year behind the date the funds became available, and it takes states longer than that to work out the project agreements that actually obligate the funding. The next-biggest offender is the TIFIA program, which is

responsible for \$1.9 billion of the \$7.9 billion redistribution and which never dug itself out of the hole it dug during the MAP-21 era, when it got \$1 billion per year in new funding which was at least five times larger than what the program could actually handle.

Each year, the amount that FHWA has to reserve “off the top” of the obligation limitation for allocated programs grows and grows, both from new program growth and from prior-year carryover, and each year, a growing percentage of that initial reserve has to be given to states in August, which also causes the next year’s off-the-top allocated reserve to get even bigger.

	<u>Initial Allocated Reserve</u>	<u>Redistributed to States in August</u>	
FY 2023	\$12,247,586,594	\$7,915,027,701	65%
FY 2022	\$10,083,718,032	\$6,176,517,471	61%
FY 2021	\$8,316,023,530	\$4,178,016,327	50%
FY 2020	\$7,618,346,821	\$4,762,052,903	63%
FY 2019	\$7,669,024,204	\$3,972,743,240	52%
FY 2018	\$6,805,433,470	\$4,183,936,196	61%
FY 2017	\$6,204,969,464	\$3,137,048,104	51%
FY 2016	\$5,250,644,793	\$2,832,803,208	54%
FY 2015	\$5,220,715,435	\$1,906,572,178	37%
FY 2014	\$4,995,844,093	\$2,117,694,862	42%
FY 2013	\$4,367,010,516	\$1,595,648,530	37%

FY 2012	\$4,141,848,975	\$1,400,464,387	34%
FY 2011	\$4,396,226,930	\$1,182,665,012	27%
FY 2010	\$4,119,915,573	\$1,336,569,692	32%
FY 2009	\$3,712,993,860	\$1,028,541,567	28%
FY 2008	\$4,220,845,303	\$1,160,367,604	27%
FY 2007	\$3,932,076,883	\$1,223,675,007	31%

But, again, that is a problem that has to be fixed by Congress in law, which will take until 2026 at the earliest.

The August Redistribution is the final piece of the annual highway funding puzzle. With it, states have received a total of \$61.5 billion in usable highway formula funding for fiscal year 2023. The money came from the following sources:

- \$45.3 billion (74%) in the original distribution of obligation limitation.
- \$7.9 billion (13%) in today's August redistribution of additional obligation limitation
- \$603 million (1%) in contract authority exempt from the limitation.
- \$6.4 billion (10%) in general fund advance appropriations from the IIJA for the bridge, NEVI, and Appalachian programs.
- \$1.2 billion (2%) in general fund regular appropriations from the FY 2023 DOT Appropriations Act for bridge and Appalachian programs.

Total Fiscal Year 2023 Federal Highway Formula

Funding (Million \$\$)

	Obligation Limitation		Contr. Auth.	IIJA	FY23	TOTAL
	Initial	Extra From	Exempt	Advance	Formula	FORMULA
	<u>Distribution</u>	<u>August RD</u>	<u>From Limit</u>	<u>Formula</u>	<u>Appropriat.</u>	<u>FUNDING</u>
Alabama	\$889.6	\$80.0	\$12.0	\$135.8	\$38.5	\$1,155.9
Alaska	\$557.9	\$108.2	\$7.7	\$56.2	\$29.9	\$759.9
Arizona	\$845.9	\$225.0	\$11.0	\$61.3	\$8.5	\$1,151.7
Arkansas	\$607.2	\$75.6	\$8.2	\$71.7	\$8.5	\$771.1
California	\$4,169.8	\$717.9	\$52.1	\$656.5	\$25.0	\$5,621.4
Colorado	\$615.9	\$179.0	\$8.1	\$57.0	\$15.5	\$875.5
Connecticut	\$570.4	\$103.3	\$7.4	\$132.3	\$44.8	\$858.3
Delaware	\$192.6	\$24.0	\$2.5	\$48.8	\$22.0	\$289.8
Dist. of Col.	\$185.4	\$20.4	\$2.4	\$48.6	\$8.5	\$265.2
Florida	\$2,198.6	\$425.0	\$30.1	\$94.9	\$8.5	\$2,757.0
Georgia	\$1,499.9	\$190.0	\$19.8	\$87.7	\$11.9	\$1,809.3
Hawaii	\$188.5	\$64.9	\$2.6	\$76.6	\$8.1	\$340.7
Idaho	\$334.2	\$67.7	\$4.4	\$51.4	\$18.1	\$475.8
Illinois	\$1,579.8	\$263.8	\$21.2	\$328.9	\$41.6	\$2,235.3
Indiana	\$1,094.7	\$304.0	\$14.7	\$95.8	\$14.9	\$1,524.0

Iowa	\$576.3	\$108.5	\$7.8	\$104.4	\$37.9	\$834.8
Kansas	\$440.0	\$70.0	\$5.9	\$53.4	\$10.6	\$579.9
Kentucky	\$779.1	\$146.0	\$10.5	\$123.3	\$31.6	\$1,090.5
Louisiana	\$779.7	\$210.0	\$11.1	\$234.7	\$31.3	\$1,266.9
Maine	\$211.2	\$10.0	\$2.8	\$49.1	\$31.1	\$304.3
Maryland	\$698.4	\$116.3	\$8.9	\$112.7	\$13.8	\$950.0
Massachusetts	\$611.3	\$80.0	\$8.8	\$257.1	\$44.1	\$1,001.3
Michigan	\$1,217.8	\$234.1	\$15.8	\$145.1	\$34.9	\$1,647.8
Minnesota	\$749.2	\$122.4	\$10.0	\$79.7	\$13.2	\$974.5
Mississippi	\$546.2	\$93.0	\$7.6	\$59.0	\$16.2	\$722.0
Missouri	\$1,063.4	\$180.2	\$14.9	\$125.8	\$31.9	\$1,416.2
Montana	\$471.2	\$41.9	\$6.4	\$54.1	\$29.1	\$602.7
Nebraska	\$339.0	\$55.0	\$4.5	\$51.4	\$19.4	\$469.3
Nevada	\$413.5	\$45.9	\$5.4	\$53.1	\$8.5	\$526.4
New Hampshire	\$192.0	\$40.4	\$2.5	\$48.7	\$31.0	\$314.5
New Jersey	\$1,160.7	\$425.0	\$14.5	\$268.3	\$26.5	\$1,895.1
New Mexico	\$415.3	\$60.5	\$5.7	\$53.2	\$18.1	\$552.9
New York	\$1,951.7	\$313.0	\$24.2	\$446.3	\$38.1	\$2,773.4
North Carolina	\$1,206.6	\$264.8	\$16.0	\$138.7	\$45.1	\$1,671.3

North Dakota	\$285.2	\$55.0	\$3.8	\$50.5	\$19.3	\$413.8
Ohio	\$1,494.4	\$311.1	\$20.2	\$153.5	\$17.6	\$1,996.8
Oklahoma	\$736.3	\$54.9	\$10.0	\$71.7	\$23.3	\$896.4
Oregon	\$565.8	\$80.0	\$7.7	\$68.8	\$13.9	\$736.3
Pennsylvania	\$1,905.7	\$460.5	\$24.9	\$407.7	\$35.6	\$2,834.4
Rhode Island	\$212.8	\$60.4	\$3.4	\$55.9	\$60.0	\$392.3
South Carolina	\$760.7	\$149.5	\$10.6	\$74.2	\$24.4	\$1,019.3
South Dakota	\$323.9	\$85.0	\$4.4	\$66.5	\$30.0	\$509.7
Tennessee	\$956.6	\$41.0	\$13.1	\$99.5	\$16.4	\$1,126.5
Texas	\$4,529.6	\$465.0	\$60.2	\$202.2	\$8.5	\$5,265.5
Utah	\$403.2	\$48.6	\$5.4	\$52.7	\$8.5	\$518.4
Vermont	\$230.0	\$42.0	\$3.1	\$70.5	\$8.5	\$354.1
Virginia	\$1,164.9	\$200.0	\$15.6	\$138.2	\$16.8	\$1,535.5
Washington	\$771.3	\$116.8	\$10.3	\$185.8	\$28.1	\$1,112.2
West Virginia	\$475.9	\$105.0	\$6.8	\$119.3	\$67.3	\$774.4
Wisconsin	\$882.5	\$132.0	\$11.7	\$61.8	\$15.8	\$1,103.8
Wyoming	\$288.0	\$42.5	\$4.0	\$50.7	\$34.0	\$419.2
TOTAL	\$45,340.2	\$7,915.0	\$602.6	\$6,390.8	\$1,245.0	\$61,493.6

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IIJA Funding Means No More “Donor States” – Even When Including Transit

IIJA Funding Means No More “Donor States” – Even When Including Transit

Federal Funding Highway Trust Fund

AUGUST 4, 2023 | JEFF DAVIS

For decades (starting in the 1980s), a group of states, mostly from the Sun Belt, habitually complained that they paid much more in taxes into the Highway Trust Fund than they received in highway spending. Calling

themselves “donor states,” over the years they managed to get a series of procedures built into the law to guarantee each state a minimum “rate of return” on their estimated tax payments into the Highway Account of the Highway Trust Fund.

While there used to be many such donor states, the insolvency of the Trust Fund starting in 2008 led to the Trust Fund giving out more money every year than it took in, and that meant fewer donor states. Under the FAST Act, the only states that tripped the 95 percent donor state minimum rate-of-return guarantee were Texas (several times) and Colorado (once).

But the 2021 Infrastructure Investment and Jobs Act (IIJA) increased spending from the Trust Fund so much, without increasing the taxes that support the Trust Fund, that donor states are now a relic of the past, and without a significant user tax increase, will never exist again.

Traditional calculation. We can’t know how exactly much gas motorists will buy, or how many new trucks will be purchased by trucking companies, before the motorists and trucking companies actually make the purchases. So the federal government doesn’t have the data to calculate how much tax money was received by the Trust Fund, or how to attribute it to each state, until after the fiscal year ends. But highway formula funding has to be provided to states, by law, on the first day of the fiscal year.

As such, there is a two-year lag between tax estimates and the highway funding that is based on those estimates. Fiscal Year One ends on September 30, and six months later, by springtime of Fiscal Year Two, Treasury and the Federal Highway Administration have finished the calculations to attribute highway user taxes for FY One to

each state. Then, in August-September of FY Two, FHWA finalizes the calculations for the apportionments going out for FY Three on October 1, and make any changes in state funding necessary to make sure each state gets back at least 95 percent of the money they put in.

As such, the current year, fiscal 2023, was informed by the Trust Fund tax receipts in fiscal 2021.

The Highway Account of the Highway Trust Fund took in \$38.0 billion in receipts attributed to states, per Table FE-9. But states received a total of \$53.5 billion from the Account in formula apportionments for 2023 via Notice 4510.870. That \$15.5 billion difference (triple the \$5.0 billion difference from just two years ago, pre-IIJA) is more than enough to take care of every state, representing an aggregate rate of return of 140.7 percent.

Rates of return (in this instance, measured by highway formula apportionments divided by Highway Account tax contributions) range from 990 percent for the District of Columbia down to 114 percent for North Carolina. In dollar terms, even North Carolina got \$175 million more in FY 2023 highway formula funding than they paid in FY 2021 Highway Account taxes.

The top ten and bottom ten state rates of return calculated in this fashion are shown below.

Top 10 and Bottom 10 Rates of Return, FY 2021 Highway Account Tax Payments to FY 2023 Highway Formula Apportionments				
<u>State</u>	<u>Rate of Ret.</u>		<u>State</u>	<u>Rate of Ret.</u>
Dist. of Col.	990.2%		New Mexico	121.9%

Alaska	851.7%		Texas	120.2%
Vermont	398.9%		Colorado	119.3%
Rhode Island	366.3%		Tennessee	118.4%
Hawaii	290.6%		South Carolina	118.3%
Montana	283.0%		Arizona	118.0%
South Dakota	216.6%		Nebraska	116.9%
West Virginia	213.0%		Mississippi	116.5%
Delaware	208.5%		Utah	114.5%
Connecticut	206.9%		North Carolina	114.2%

Note that this is formula money only. There are several billion dollars per year of Trust Fund highway non-formula programs (INFRA grants, TIFIA credit, discretionary bridge grants, discretionary PROTECT grants, Appalachian highways, and pilot programs) that are eventually given to state DOTs throughout the year, and billions more in Trust Fund federal lands highways and other programs that wind up being spent on roads in states, none of which are reflected in this calculation. But those are included in a separate FHWA table (FE-221) that becomes available a year after the spending fiscal year closes.

According to the last FE-221, over the cumulative July 1, 1957 to September 30, 2021 period, states had paid \$1.090 trillion in taxes to the Highway Account and received a total of \$1.313 trillion in apportionments and allocations to the account. The only state that is still a lifetime donor under this calculation is Texas, which (as of

September 2021) was still \$2.025 billion in the red over the lifetime of the Trust Fund. But, given that Texas is getting back over \$500 million per year more out of the Highway Account than they put in under the IIJA, they will be very close to break-even by the end of the IIJA in 2026 if they have not broken even as well.

Including transit in the calculation. Once more former donor states began breaking even on the highway side, they shifted their complaints to the Mass Transit Account. This is, to some extent, comparing apples and oranges, because the creation of the Mass Transit Account, and the use of highway money for transit anyway, is not part of the user-pay, user-benefit discussion. It was a politically pragmatic deal necessary to raise the gas tax in 1982. If there were no Mass Transit Account, then the gas tax would still be 4 cents per gallon, or the Trust Fund would not exist today. (Or else it would be drastically different.)

Transit formulas are all about ridership numbers and the number of transit vehicles and the length of the route network and things like that, and there is no formula factor or correction for Mass Transit Account tax payments. Since New York City has 40 percent of total U.S. mass transit ridership, the transit formula distribution looks nothing like the highway formula distribution.

But when you add Highway Account and Mass Transit Account tax payments together, and then add highway formula apportionments to mass transit formula apportionments, there are still no more donor states. Total FY 2021 Trust Fund tax payments into both accounts totaled \$43.5 billion and FY 2023 highway and transit formula apportionments out of the Trust Fund totaled \$66.9 billion (the transit apportionments are

aggregated by state [here](#)), a difference of \$23.5 billion (an aggregate rate of return of 154.0 percent, because the Mass Transit Account is even more over-leveraged than the Highway Account).

Big transit states move up the scale when transit dollars are added to highway dollars. New York State’s return jumps from a highway-only 167.6 percent to 287.2 percent, and California goes from 148.0 percent to 181.0 percent. Even Texas does almost the same when you include transit (a RoR of 120.2% highway-only vs 119.0% for combined highway-transit) because Texas has several big-city transit systems.

Top 10 and Bottom 10 Rates of Return, FY 2021 Highway Trust Fund Total Tax Payments to FY 2023 Highway and Transit Formula Apportionments

<u>State</u>	<u>Rate of Ret.</u>		<u>State</u>	<u>Rate of Ret.</u>
Dist. of Col.	2061.4%		Arizona	122.2%
Alaska	837.5%		Iowa	119.2%
Rhode Island	377.1%		Texas	119.0%
Vermont	367.2%		Kansas	118.3%
Hawaii	317.7%		Alabama	115.2%
New York	287.2%		Tennessee	115.1%
Montana	265.2%		Nebraska	113.5%
Connecticut	247.0%		North	112.2%

			Carolina	
New Jersey	230.2%		South Carolina	111.8%
Massachusetts	217.4%		Mississippi	109.2%

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NEWS

Rubberized sidewalks popping up in Kansas City's Waldo neighborhood

by: [Kevin Barry](#)

Posted: Aug 31, 2023 / 11:06 PM CDT

Updated: Aug 31, 2023 / 11:06 PM CDT

60°

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KANSAS CITY, Mo. — Waldo residents might notice some new sidewalks looking more like the rubberized track around a football field.

It's all part of an [effort to make the sidewalks last long in places](#) where concrete sidewalks have struggled.

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"This is a growing neighborhood and new sidewalks are really important," said Cherie West on her front porch.

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But just across the street, cracked sidewalks are an issue in West's Waldo's neighborhood. In 2021, Kansas City tried out a few different types of concrete mixtures and even rubber to solve a problem Mayor Quinton Lucas says isn't new.

"It made a lot of sense to try [different sidewalk materials] because we've seen the same problem for years if not generations," Lucas said.

Now, the pilot program has led to permanent options for city crews. The rubberized surface is especially helpful in places like Waldo where big trees have big roots that can create big problems for traditional concrete walkways. The rubber has enough give to it to allow the tree to keep growing.

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"It's allowing the tree to grow, it's allowing people to have a safe space, and frankly, it's allowing better accessibility long term," Lucas said.

Family, friends remember Kansas City-area native found dead in trunk >

A study suggests that the rubber sidewalks can be slightly more expensive, but Lucas points out they could [prevent costs associated with removing or caring for trees](#) that are harmed by more rigid sidewalk materials.

"To be able to walk on the sidewalk up to the corner will be nice because we're always in the street because the sidewalks were so broken," West said.

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Eric Miller | Senior Reporter

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Think Tank Urges DOT to Begin National VMT Fee Pilot

Vehicle-Miles-Traveled Fee Could Replace Fuel Taxes



Trucks line up at an inspection station. (Utah Department of Transportation)

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A Washington think tank is encouraging the federal government to proceed with a legislatively mandated national pilot program to explore the viability of a vehicle-miles-traveled fee, a system viewed by some as a potential replacement for current federal fuel taxes on diesel and gasoline at the pump.

The [Eno Center for Transportation](#) in a [new research report](#) said that current national policy priorities that favor electrification tilt toward a future where some new vehicles would pay no federal motor fuel taxes, while vehicles with internal combustion engines would generate less fuel tax revenue as fuel economy improves.

Federal fuel taxes funnel into the [Highway Trust Fund](#) for repairs and upkeep to roads, bridges and transit. However, the HTF in the late 2000s began a period of insolvency, and has required infusions of funding ever since.

The Infrastructure Investment and Jobs Act of 2021 required the U.S. Secretary of Transportation to establish a national pilot to “test the design, acceptance, implementation and financial sustainability” of a VMT fee system. The 90-day requirement to begin that pilot passed long ago, so Eno is now urging the government to move it forward.



“Since running out of money in September 2008, the HTF has required the infusion of \$272 billion in special transfers from general revenues in order to stay solvent,” the Eno report said. “In 2009, the National Surface Transportation Infrastructure Financing Commission concluded that the United States needed a new approach to transportation infrastructure funding. It recognized that alternative fuels and more efficient vehicle technology threatened the long-term stability of a financial system based on revenues generated from the federal excise tax on fuel purchases. Today, those threats to transportation funding are not only still present, they are magnified.”

Adding to the challenge is the failure of Congress to increase federal fuel taxes: These rates have remained constant since 1993 at 18.4 cents per gallon of gasoline, and 24.4 cents per gallon of diesel fuel.

Eno Center for Transportation

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What is the Highway Trust Fund? How does it work? If you're confused, don't worry. Check out this helpful article by Eno's [@JDwithTW](#) that explains all the basics. 🛣️
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2:27 PM · Aug 31, 2023



1



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The IIJA mandates creation of a Federal System Funding Alternative Advisory Board that reports annually to Congress and ultimately creates recommendations for a possible permanent VMT fee. At the conclusion of a five-year pilot, Congress would then decide to either pursue a national VMT fee or other options, the report said. The pilot would build on existing pilots underway in 37 states, and focus specifically on options and potential obstacles for a VMT pilot for commercial trucks.

To inform its research report, Eno assembled a National VMT Fee Pilot Research Advisory Panel, comprising volunteer members from the public, private, nonprofit and academic sectors who have experience in transportation policy, finance, VMT fee pilot administration, trucking, automotive, tolling and more.

“A national VMT fee pilot for commercial vehicles should test various rate structures, including a fee based on gross vehicle weight rating, gross registered weight and vehicle class,” the report said. “This rate structure should be straightforward and not present undue reporting burdens for the trucking industry. Although commercial vehicles present unique challenges to international border VMT fee testing, that element does not need to be prioritized.”

1 / 52



A Practical Analysis of a National VMT Tax System

March 2021



A 2021 “practical analysis” of VMT fees for trucking by the [American Transportation Research Institute](#) outlined some challenges for such a system.

“It is not known what the full costs of collecting a national VMT tax would be, but the literature does make a first attempt at outlining the costs,” the [ATRI analysis](#) said. “It is clear that, as noted in one National Academies of Sciences report, there are no ‘low cost’ options that can be easily verified and enforced.”

ATRI said the administrative reality of a VMT tax system is far more complicated to track and collect money from several hundred million vehicles than collecting the fuel tax from several hundred large fuel providers. In addition, collecting revenue from a remote user group is far more complex than collecting at the point of service, as is done by tolling.

and bypassing the democratic process.

The ATRI study also highlighted a number of other VMT tax concerns:

- Rural roads, with fewer users, could receive less funding, regardless of their strategic role in connectivity.
- Urban users could argue for more transportation revenue, but will not likely see improvements in travel times due to limited opportunities to increase roadway capacity.
- A VMT tax program will move fuel tax revenue collection from fewer than 300 federal entities to 272 million vehicle accounts.

“Based on the data and information developed in this research, there are multiple challenges that must be overcome before a sustainable path forward for a national VMT tax program is available,” ATRI concluded.

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