



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

OCTOBER 20, 2021
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

Meeting Agenda

Wednesday, October 20, 2021 1:30 p.m.

The TPC will convene at the OTO offices and via Zoom (details to be emailed separately).

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 Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of August 18, 2021 Meeting and September 8, 2021 E-Meeting Minutes Tab 1

(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(15 minutes/Wiesehan)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on October 19th to comment@ozarkstransportation.org or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Technical Planning Committee prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(10 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

II. New Business

A. 2023-2027 STIP Priorities..... Tab 3
(15 minutes/Fields)

A working committee of the Technical Planning Committee has recommended a prioritized list of projects for possible inclusion in the next Statewide Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED 2023-2027 STIP PROJECT PRIORITIES TO THE BOARD OF DIRECTORS

B. Unfunded Needs Tab 4
(5 minutes/Fields)

The TPC is requested to recommend the MoDOT Unfunded Needs List to the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE MODOT UNFUNDED NEEDS LIST TO THE BOARD OF DIRECTORS

C. Unfunded Multimodal Needs Tab 5
(5 minutes/Thomason)

The TPC is requested to recommend the MoDOT Unfunded Multimodal Needs List to the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE MODOT UNFUNDED MULTIMODAL NEEDS LIST TO THE BOARD OF DIRECTORS

D. FY 2022-2025 TIP Administrative Modification One..... Tab 6
(2 minutes/Longpine)

Three projects were changed as part of FY 2022-2025 TIP Administrative Modification One.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. FY 2022-2025 TIP Amendment Two Tab 7
(5 minutes/Longpine)

Two changes are requested for the FY 2022-2025 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2022-2025 TIP AMENDMENT TWO TO THE BOARD OF DIRECTORS

F. Safety Targets Tab 8
(5 minutes/Longpine)

The OTO must adopt performance targets relating to safety. The proposed targets are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TARGETS TO THE BOARD OF DIRECTORS

G. 2020 State of Transportation Report Tab 9

(5 minutes/Longpine)

Staff will provide an overview of the 2020 State of Transportation Report.

NO ACTION REQUESTED – INFORMATIONAL ONLY

H. OTO FY 2022 UPWP Administrative Modification One..... Tab 10

(5 minutes/Fields)

OTO has administratively amended the FY 2022 UPWP.

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles for Technical Planning Committee Member Information..... Tab 11

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, December 15, 2021 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101 and via Zoom.

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason 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 Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM I.C.

August 18, 2021 Meeting and September 8, 2021 E-Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee August 18, 2021 Meeting and September 8, 2021 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.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee August 18, 2021 Meeting and September 8, 2021 E-Meeting minutes.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
AUGUST 18, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time via Zoom video conferencing. A quorum was declared present, and the meeting was called to order at approximately 1:35 p.m. by Chair Todd Wiesehan.

The following members were present:

Mr. Chris Boone, City of Strafford	Ms. Mary Kromrey, Ozark Greenways
Mr. Matt Crawford, City Utilities Transit	Mr. Frank Miller, MoDOT
Ms. Dawne Gardner, City of Springfield	Mr. Andrew Nelson, City of Republic
Mr. Martin Gugel, City of Springfield	Mr. Jeremy Parsons, City of Ozark
Mr. Ezekiel Hall, MoDOT	Mr. Jeff Roussell, City of Nixa
Mr. Adam Humphrey, Greene County	Ms. Aishwarya Shrestha, SMOG
Mr. Kirk Juranas, City of Springfield	Mr. Tommy VanHorn, City of Battlefield
Mr. Joel Keller, Greene County	Mr. Todd Wiesehan, Christian County (Chair)

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

The following members were not present:

Mr. Rick Artman, Greene County	Mr. Cole Pruitt, MSU
Mr. Randy Brown, City of Willard	Mr. David Schaumburg, Airport
Mr. John Caufield, BNSF	Mr. Mark Schenkelberg, FAA
Mr. Bradley McMahon, FHWA	Mr. Travis Shaw, Springfield Public Schools
Mr. Ahmad Mokhtee, FTA	Ms. Janette Vomund, MoDOT
Ms. Britni O'Connor, MoDOT	Mr. Alex Woodson, Springfield Chamber of Commerce

Others present were: Ms. Sonya Anderson, Senator Blunt's Office; Ms. Stacy Reese, MoDOT; Ms. Brandie Fisher, City Utilities; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Todd Wiesehan welcomed everyone and requested introductions by a roll call.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Present
Boone, Chris	Present	Nelson, Andrew	Present
Brown, Randy	Absent	O'Connor, Britni	Absent
Caufield, John	Absent	Parsons, Jeremy	Present
Crawford, Matt	Present	Pruitt, Cole	Absent
Gardner, Dawne	Present	Roussell, Jeff	Present
Gugel, Martin	Present	Schaumburg, David	Absent

Hall, Ezekiel	Present	Shaw, Travis	Absent
Humphrey, Adam	Present	VanHorn, Tommy	Present
Juranas, Kirk	Present	Vomund, Janette	Absent
Keller, Joel	Present	Wiesehan, Todd	Present
Kromrey, Mary	Present	Woodson, Alex	Absent

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Nelson made a motion to approve the Technical Planning Committee Meeting Agenda for August 18, 2021. Mr. Humphrey seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	---	Nelson, Andrew	Aye
Brown, Randy	Absent	O'Connor, Britni	Absent
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Absent
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	---	Woodson, Alex	Absent

The motion passed.

C. Approval of the June 16, 2021, Meeting Minutes

Mr. Crawford made a motion to approve the minutes from the June 16, 2021 Technical Planning Committee Meeting. Mr. Nelson seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	---	Nelson, Andrew	Aye
Brown, Randy	Absent	O'Connor, Britni	Absent
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Absent
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye

Kromrey, Mary	---	Woodson, Alex	Absent
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The motion passed.

D. Public Comment Period for All Agenda Items

There were no speakers to address the committee.

E. Staff Report

Ms. Fields stated while there had been some opposition to the fuel tax, it is not currently being pursued, so the fuel tax should stand. The fuel tax is 12.5 cents implemented over 5 years. It is estimated that the OTO region will receive approximately \$15 million, but due to the rebate provision, it is difficult to estimate.

The Missouri Highways and Transportation Commission will be in Springfield September 9th at 9:00 a.m. at the DoubleTree.

OTO is scheduling consultant selection interviews for the North Highway 13 Corridor Study.

Federal Highway approved the OTO Transportation Improvement Program on July 23, 2021.

The OTO Legislative Breakfast is scheduled for November 3, 2021. State and Federal Legislative Representatives will be invited to learn more about OTO priorities and to thank them for their work on the fuel tax.

OTO is adding project management aspects to the organization. If any jurisdiction is interested in OTO serving as staff to manage projects, not for construction, but to obligation, please let Ms. Fields know. The goal would be to facilitate the paperwork, quicker obligations, and meeting all of the federal requirements.

F. Legislative Reports

Ms. Anderson from Senator Blunt's office reported that they have been watching the infrastructure bill. The bi-partisan Infrastructure Bill passed the Senate. Missouri is expected to receive \$8 billion which will go towards roads, bridges, and broadband. Out of the \$8 billion, Missouri is expected receive \$6 billion for the Federal Highway Program and over \$480 million for bridge repair. Missouri is also expected to receive approximately \$100 million for broadband. Ms. Anderson shared the funding breakdown. This is not the final package; it still has to go through the House.

G. MoDOT Report

Mr. Miller stated MoDOT is working on unfunded needs with OTO. Ms. Fields shared the next meeting to prioritize projects and look at unfunded needs is August 25th.

II. New Business:

A. Annual Listing of Obligated Projects

Ms. Longpine reported Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects. The Program Fiscal Year 2021 includes the time period from October 1, 2020 to June 30, 2021. The ALOP is required to be published by September 28, 2021.

Mr. Parsons made a motion to recommend the Board of Directors accept the Annual Listing of Obligated Projects. Mr. Boone seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Aye	Nelson, Andrew	Aye
Brown, Randy	Absent	O'Connor, Britni	Absent
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Absent
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	---	Woodson, Alex	Absent

The motion passed.

B. *Destination 2045 Plan Draft*

Ms. Longpine stated *Destination 2045* is the culmination of a multi-year effort to update the Ozarks Transportation Organization's long range transportation plan (LRTP). OTO is required to update the LRTP every five years. The previous plan, *Transportation 2040*, was adopted in August 2016.

The planning process for *Destination 2045* began in 2019 with the development of an updated travel demand model. In 2020, OTO conducted visioning meetings with the Technical Planning Committee and the Board of Directors. Public input was sought, and a survey was conducted. Through 2020 and into 2021, OTO met with members of the Technical Planning Committee as the *Destination 2045* planning committee to develop the plan.

Destination 2045 includes a vision for the region, defines the goals and actions for plan implementation, and details project lists based on what can be afforded between now and 2045. Ms. Longpine highlighted the draft plan.

Mr. Parsons made a motion to recommend the Board of Directors adopt *Destination 2045*. Mr. Nelson seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Aye	Nelson, Andrew	Aye
Brown, Randy	Absent	O'Connor, Britni	Absent
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Absent

Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Aye	Woodson, Alex	Absent

The motion passed.

C. FY 2022-2025 TIP Amendment One

Ms. Longpine shared there were 2 items requested by MoDOT as part of Amendment Number One to the FY 2022-2025 Transportation Improvement Program.

1. ***Revised* Bridge Inspections (MO1905-22A1)**
MoDOT is requesting to correct this project to show Greene County's participation in bridge inspections, with a total programmed amount of \$205,000.
2. ***New* Kansas Expressway Safety and Operational Scoping (SP2217-22A1)**
MoDOT is requesting to add a project for scoping for safety and operational improvements on Kansas Expressway from Evergreen to Bennett for a total programmed cost of \$300,000.

Ms. Gardner made a motion to recommend approval of Amendment One to the FY 2022-2025 Transportation Improvement Program to the Board of Directors. Mr. Crawford seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Aye	Nelson, Andrew	Aye
Brown, Randy	Absent	O'Connor, Britni	Absent
Caufield, John	Absent	Parsons, Jeremy	Aye
Crawford, Matt	Aye	Pruitt, Cole	Absent
Gardner, Dawne	Aye	Roussell, Jeff	Aye
Gugel, Martin	Aye	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Juranas, Kirk	Aye	Vomund, Janette	Absent
Keller, Joel	Aye	Wiesehan, Todd	Aye
Kromrey, Mary	Aye	Woodson, Alex	Absent

The motion passed.

D. Multimodal Needs List Distribution by Mode

Mr. Thomason reported that MoDOT has asked the OTO to develop a list of unfunded multimodal transportation needs that will be shared with elected officials and policy makers. The statewide

goal is to identify \$1 billion in needs, and the OTO's portion is \$52.98 million. MoDOT has stated the included projects need to be tied to a specific physical location. MoDOT SW must submit a finalized list to Central Office by September 30, 2021. First, the OTO must determine how to distribute the \$52.98 million across the various multimodal categories, including transit, aviation, rail, trails, and sidewalks. Significant needs exist for all these modes and directing funds towards these needs would greatly benefit the region. Staff is proposing the following modal breakdown:

- \$12,600,000 to Regional Trails
- \$11,100,000 to Aviation
- \$10,500,00 to Local Trails and Sidewalks
- \$10,000,000 to Transit
- \$8,780,000 to Railroad

Staff has solicited needs from aviation and transit partners and sought input from members regarding rail needs. Mr. Thomason highlighted the aviation, transit, and rail projects that could be addressed using the proposed distribution above.

OTO staff recommends allocating local sidewalk and trail funds to member jurisdictions. Communities, in consultation with OTO staff, will be able to select projects that fit within the proposed financial constraints. Mr. Thomason shared the proposed distribution.

Mr. Miller added there is interest with the rural planning partners to do an Ozarks regional passenger rail feasibility study connecting Springfield, Joplin, and NW Arkansas with the Amtrak services in St. Louis, Kansas City, and/or Tulsa and possibly into Branson, as well. Also, on the Bike/Ped side there are a lot of needs bigger than TAP projects, for example, big overpasses. This may be a good time to showcase this need as it requires special funding. Pedestrian and trail separations can cost in the \$2 to \$3 million range.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Kromrey shared there would be a drop-in open house to share information for the Lone Pine trails and greenspace scheduled for August 19th, 5:00 – 7:00 pm at Kingsway United Methodist Church's outdoor pavilion.

Ms. Fields stated there is a public meeting going on for the Wilson's Creek roundabout. The meeting is accessible through MoDOT's website under public meetings where comments can be left.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues presented.

C. Articles for Technical Planning Committee Member Information

Chair Wiesehan noted there were articles of interest included in the Agenda Packet. There was no discussion.

IV. Adjournment

With no additional business to come before the Committee, Chair Wiesehan adjourned the meeting. The meeting adjourned at approximately 2:20 p.m.

Todd Wiesehan
Technical Planning Committee Chair

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
September 8, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Wednesday, September 8, 2021, to consider recommending approval of the Revised FY 2022-2025 Transportation Improvement Program Amendment 1 to the Board of Directors.

Chair Todd Wiesehan called the electronic meeting to order at approximately 10:00 a.m.

Mr. Tommy VanHorn moved the Technical Planning Committee recommend approval of the Revised FY 2022-2025 Transportation Improvement Program Amendment 1 to the Board of Directors. Ms. Dawne Gardner seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Chris Boone, Randy Brown, Dawne Gardner, Martin Gugel, Ezekiel Hall, Kirk Juranas, Joel Keller, Mary Kromrey, Britni O'Connor, Jeremy Parsons, Jeff Roussell, Tommy VanHorn, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Todd Wiesehan adjourned the electronic meeting at approximately 11:33 a.m.

Todd Wiesehan
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between August 18, 2021 and October 13, 2021.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Bailey Street from Farm Rd 186 to Hines – sidewalk/bike lane

City/County of concern: Republic/Greene County

Date received: 09/08/2021

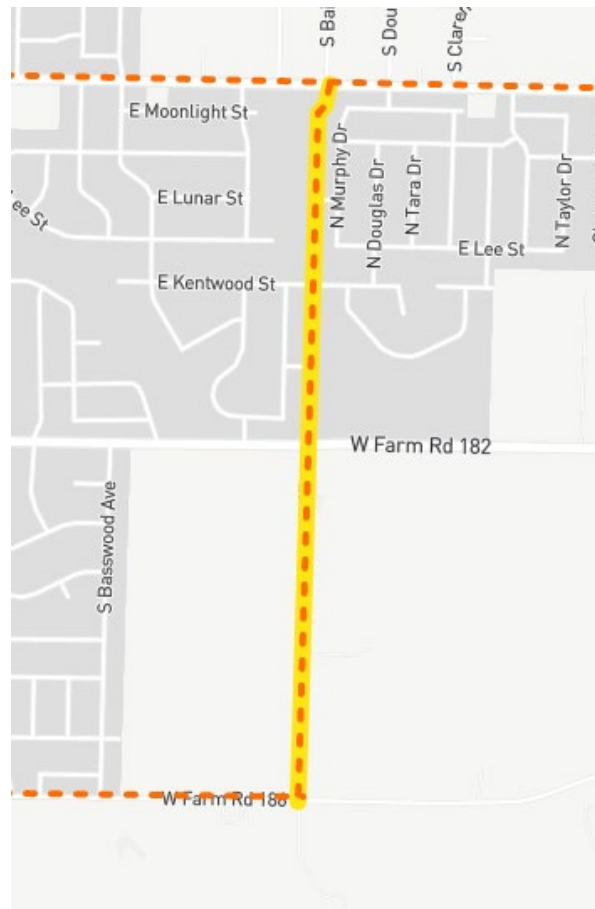
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: A sidewalk and bike lane would safely connect the north and south parts of Republic without having to ride or walk in the street.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 13 and Farm Road 135 area

City/County of concern: Greene County

Date received: 10/06/2021

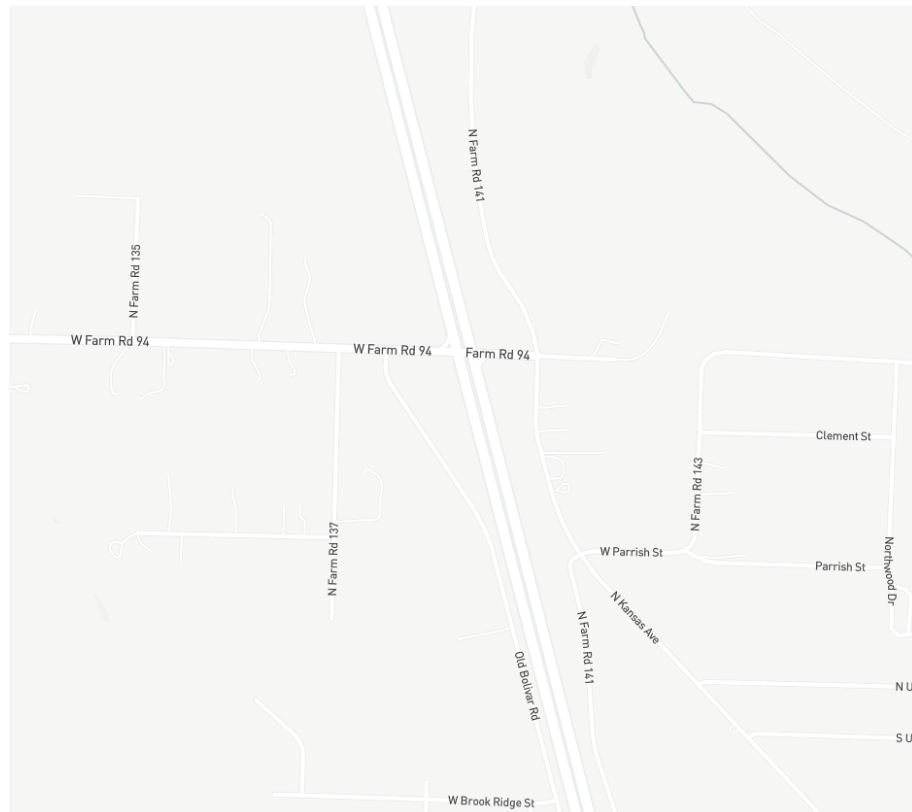
Received through: Facebook

Contact Name: Jeanie Sullivan

Contact Email/Ph #:

Comment: I live in the area of Hwy 13 north and Farm Road 135. I'd like to see improvements on the exit lanes. There's a tremendous amount of traffic entering and exiting there due to the tourist traffic from Fantastic Caverns and t residential traffic. There's not an exiting lane if coming from the north. Traffic going 65+ miles per hour.

Map



OTO Response: Public input is vital to our planning process. This information will be shared with our Technical Planning Committee and our Board of Directors, as well as MoDOT. Thank you for reaching out! Have a great day!



PUBLIC COMMENT



Area of concern: Battlefield at Carver Middle School

City/County of concern: Springfield/Greene County

Date received: 09/28/2021

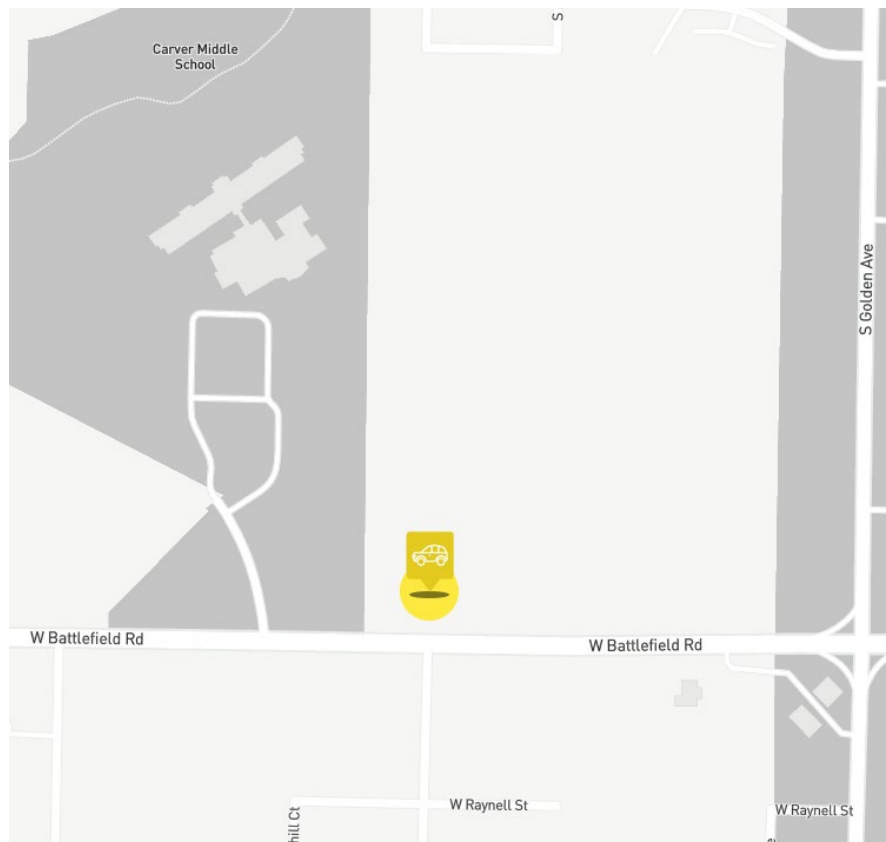
Received through: Map-A-Concern (OTO website)

Contact Name: Kris Russell

Contact Email/Ph #:

Comment: There needs to be an additional turn lane going west on Battlefield to turn into Carver Middle School. At dismissal time the parents line up out in the right driving lane and totally block the flow of traffic down to one lane. Not a safe situation for drivers or students walking either even with a crossing guard-if they even have one. Thank you.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Campbell and James River

City/County of concern: Springfield/Greene County

Date received: 09/15/2021

Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: The Campbell/James River intersection is a nightmare, as seen in the congested traffic in the photo. People attempting to cross over to W. Republic St. are left with impossible tasks. I would like to suggest the addition off ramp to Republic ST. This would ease traffic westbound on Republic St. and traffic turning north onto Campbell St.

Picture sent by commenter



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: CC and Main

City/County of concern: Nixa/Christian County

Date received: 08/30/2021

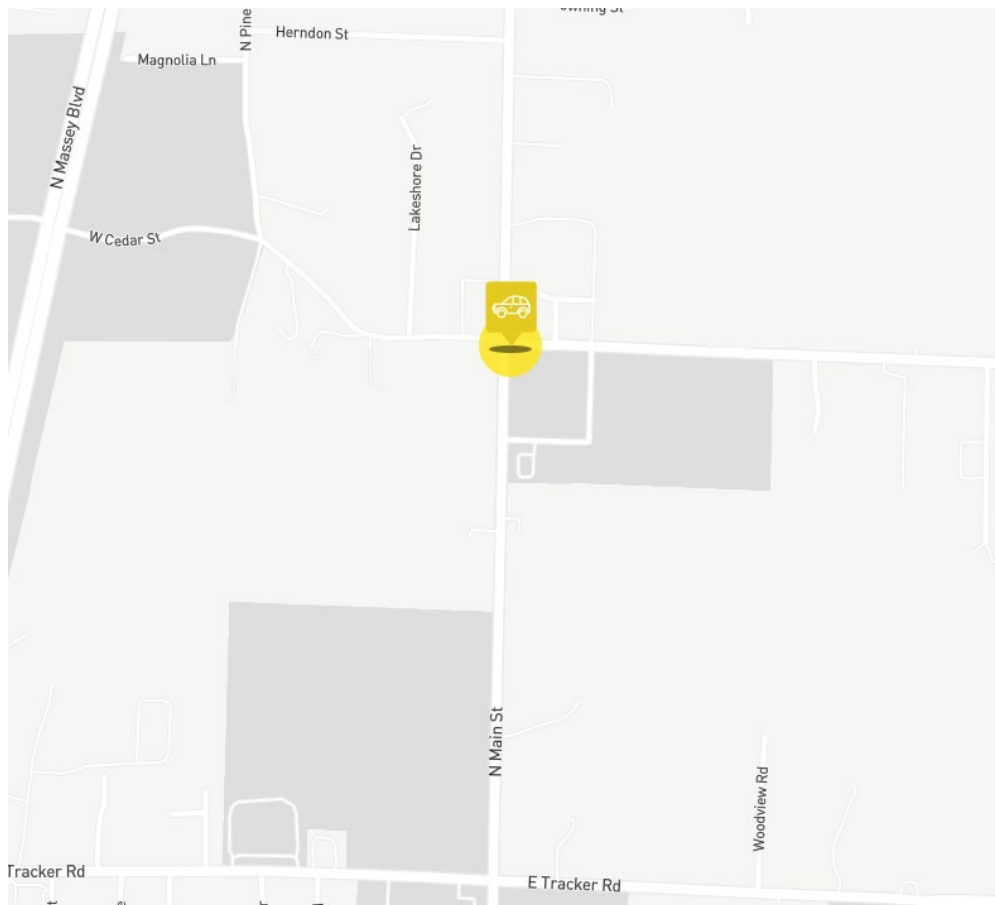
Received through: Map-A-Concern (OTO website)

Contact Name: Tracey Byrd

Contact Email/Ph #:

Comment: Adding right turn lanes from CC to Main and Main to CC might eliminate some traffic back ups. Left turn from Main to CC backs up too. Maybe have one straight lane and a left turn lane from that direction.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway CC and Main

City/County of concern: Nixa/Christian County

Date received: 09/03/2021

Received through: Map-A-Concern

Contact Name: Amanda Swanson

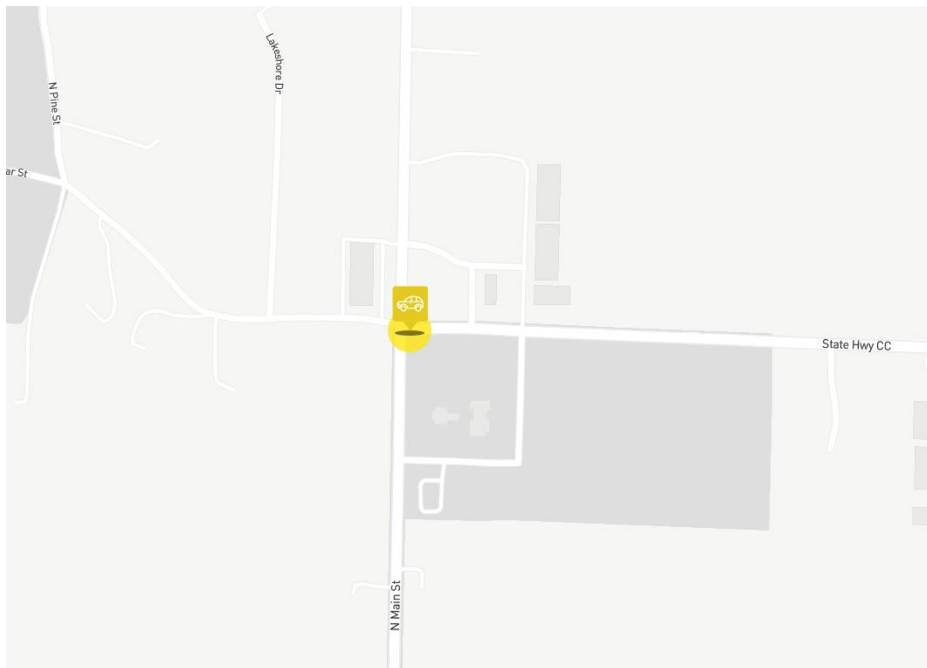
Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

Main and CC needs a widening and traffic light. That 4 way stop, (frequently 3 way) had drivers cutting through businesses and bound to have accidents as a result. Peak times, 8:00-9:00 am and 3:00-4:30 pm are most frustrating for frequent drivers.

Original Map-A-Concern Comment

Adding right turn lanes from CC to Main and Main to CC might eliminate some traffic back ups. Left turn from Main to CC backs up too. Maybe have one straight lane and a left turn lane from that direction.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway CC and Main

City/County of concern: Nixa/Christian County

Date received: 09/15/2021

Received through: Map-A-Concern

Contact Name: Leonard Nesta

Contact Email/Ph #: not available

Map-A-Concern response Comment to ---->

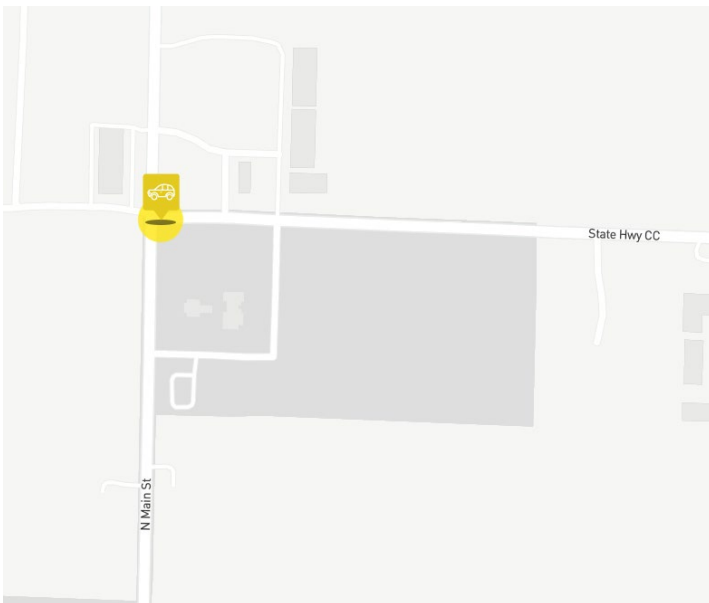
Maybe a roundabout at this intersection would work better.

Original Map-A-Concern Comment

Adding right turn lanes from CC to Main and Main to CC might eliminate some traffic back ups. Left turn from Main to CC backs up too. Maybe have one straight lane and a left turn lane from that direction.

AND

Main and CC needs a widening and traffic light. That 4 way stop, (frequently 3 way) had drivers cutting through businesses and bound to have accidents as a result. Peak times, 8:00-9:00 am and 3:00-4:30 pm are most frustrating for frequent drivers.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: CC and Old Castle Road

City/County of concern: Springfield/Greene County

Date received: 08/31/2021

Received through: Map-A-Concern

Contact Name: Charles Nelson

Contact Email/Ph #: not available

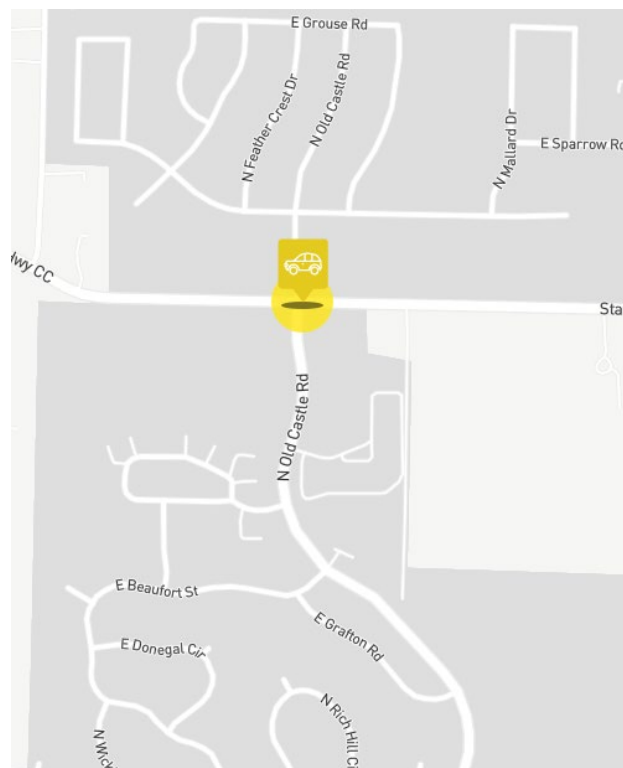
Map-A-Concern response
Comment to ---->

This intersection is very dangerous. A light is definitely needed here before some serious injuries or worse occur.

Original Map-A-Concern Comment

We need a light at this intersection. It is near impossible to take a left onto CC from Old Castle. Housing continues to grow and intersection is becoming more and more dangerous. I now go to Tracker instead of taking a left onto CC. Thank you.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: CC and Old Castle

City/County of concern: Nixa/Christian County

Date received: 08/30/2021

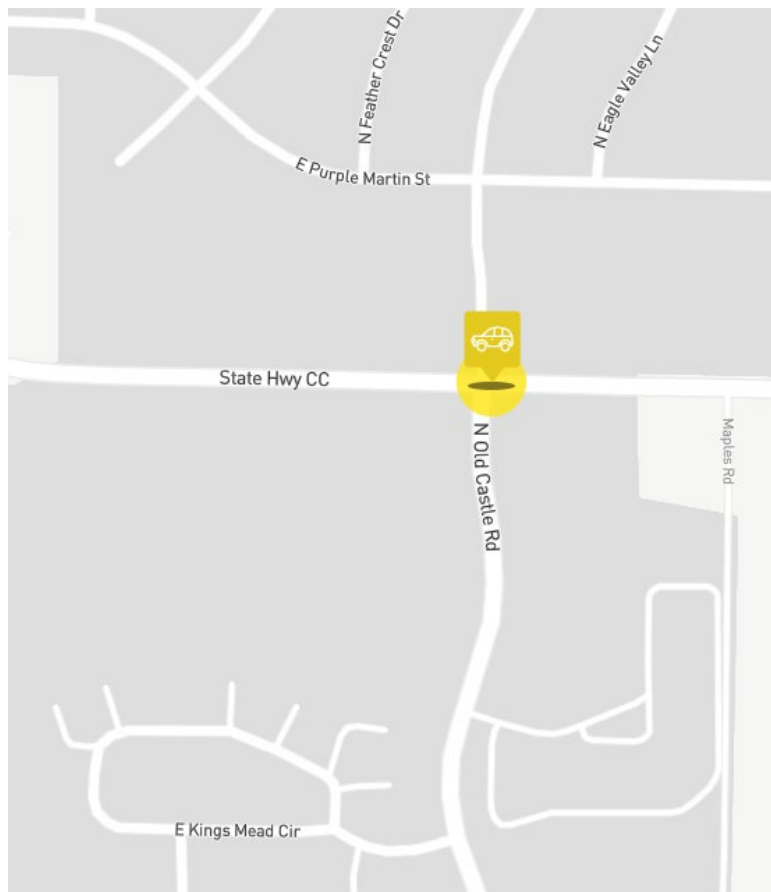
Received through: Map-A-Concern (OTO website)

Contact Name: Jessica Rouhani

Contact Email/Ph #:

Comment: We need a light at this intersection. It is near impossible to take a left onto CC from Old Castle. Housing continues to grow and intersection is becoming more and more dangerous. I now go to Tracker instead of taking a left onto CC. Thank you.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway CC and Old Castle Road

City/County of concern: Springfield/Greene County

Date received: 09/15/2021

Received through: Map-A-Concern

Contact Name: Sandy Dybedock

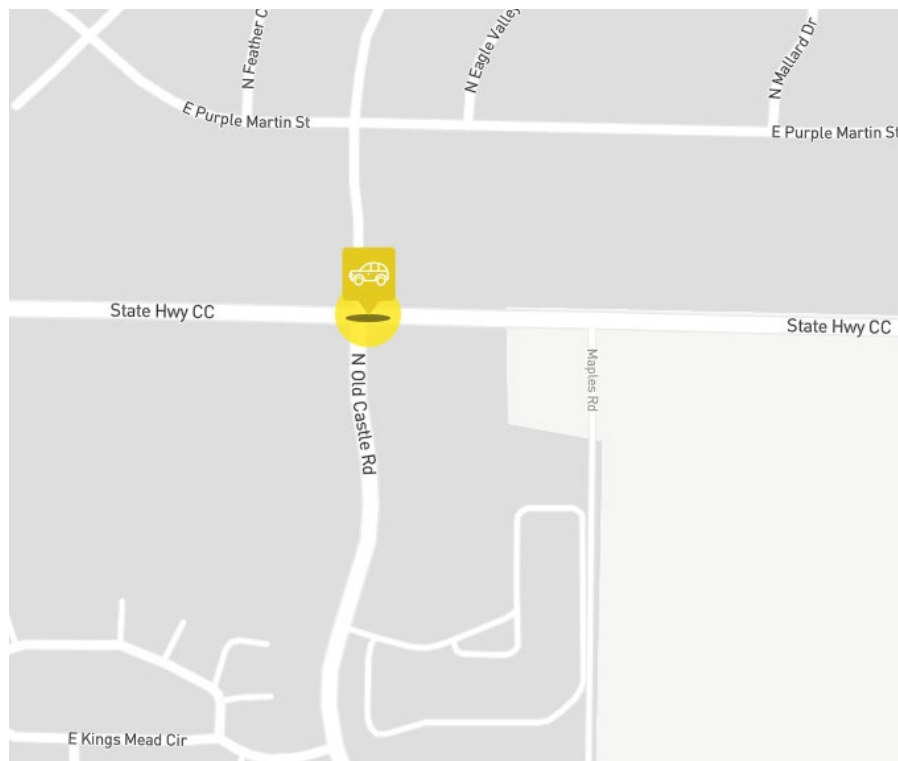
Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

I agree that CC and Old Castle Rd. is very dangerous. Nixa is now putting a roundabout at Tracker Road and Old Castle Road which at this time is a 3 way stop. This is not as important as the intersection at CC. What is MODOT's plan for this intersection?

Original Map-A-Concern Comment

We need a light at this intersection. It is near impossible to take a left onto CC from Old Castle. Housing continues to grow and intersection is becoming more and more dangerous. I now go to Tracker instead of taking a left onto CC. Thank you.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Cherry Street near Pickwick Ave

City/County of concern: Springfield/Greene County

Date received: 08/23/2021

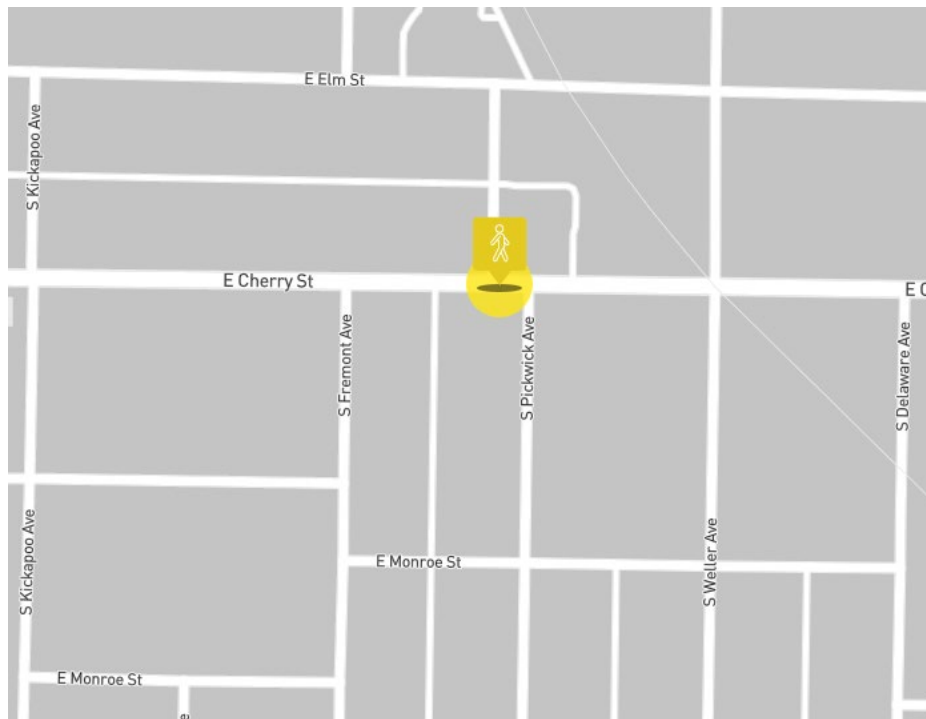
Received through: Map-A-Concern (OTO website)

Contact Name: Sara Rabberman

Contact Email/Ph #:

Comment: This is a pedestrian heavy area, but cars are often driving quickly on Cherry making it hard for folks from the apartments/neighborhood north of cherry to cross to the south side of the street where many businesses are. I see people making risky dashes across the street between cars. I've seen folks dropping phones in the street, and leave them in the street to dodge oncoming cars. It would be very helpful to have a crosswalk or a stop sign for the traffic on cherry to help folks cross here.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Elegant and King Carriage Blvd

City/County of concern: Nixa/Christian County

Date received: 08/30/2021

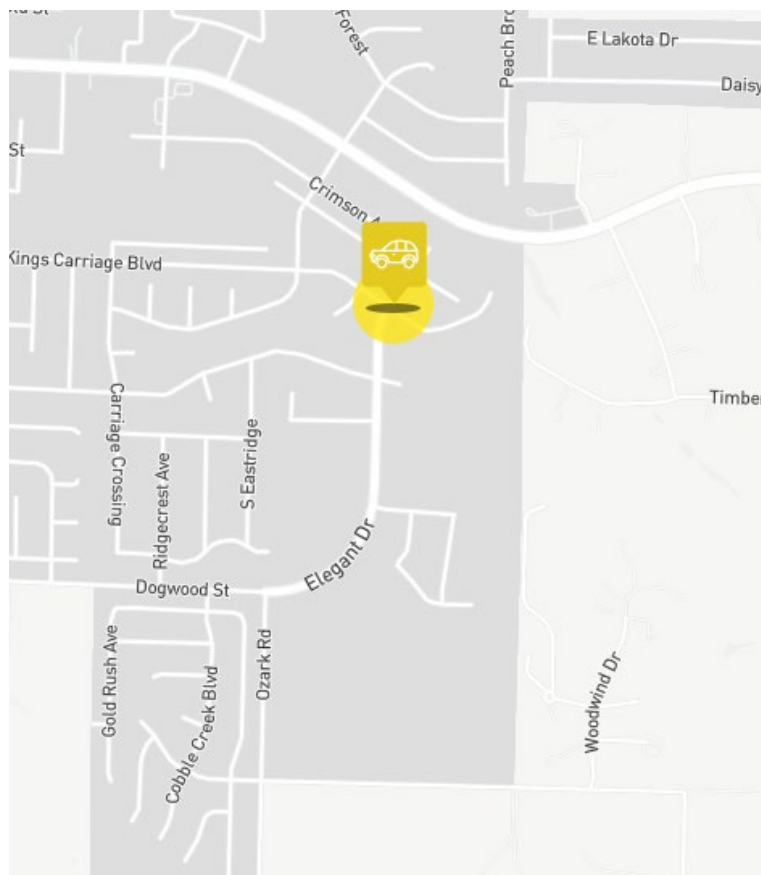
Received through: Map-A-Concern (OTO website)

Contact Name: Ryan Wittum

Contact Email/Ph #:

Comment: Hello, I would like to request a stop sign or research in to a stop sign at the corners of Elegant and Kings Carriage Blvd in Tiffany highlands. With all the new construction and the continuation with more construction to the south, Elegant becomes very dangerous at the corners and the residents living on Elegant St. I would appreciate you looking in to this. Thank You

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Expressway on the north side of Springfield

City/County of concern: Greene County

Date received: 09/30/2021

Received through: Email

Contact Name: Dr. Eric Wilken

Contact Email/Ph #: ericwilken@willardschools.net

Contact Address:

Email chain:

After requesting a projected growth report from the Willard School District, received the following question.

09/30/2021 - Is there any discussion on putting an expressway on the north side of Springfield?

From Dr. Wilken

OTO Response:

Recently, Greene County Commissioner MacLachlan has talked about interest in connecting James River Freeway to Highway 13 (with a path possibly to the North of Willard) and then connecting to Highway 65. This would fall outside of the Ozarks Transportation Organization boundaries (the City of Willard is inside our boundary area). To my knowledge, it is in the very early stages of discussion. Let me know if you have any further questions.

Thanks again!

Nicole Stokes



PUBLIC COMMENT



Area of concern: Farm Road 146 near Rutledge-Wilson Farm Park

City/County of concern: Greene County

Date received: 08/19/2021

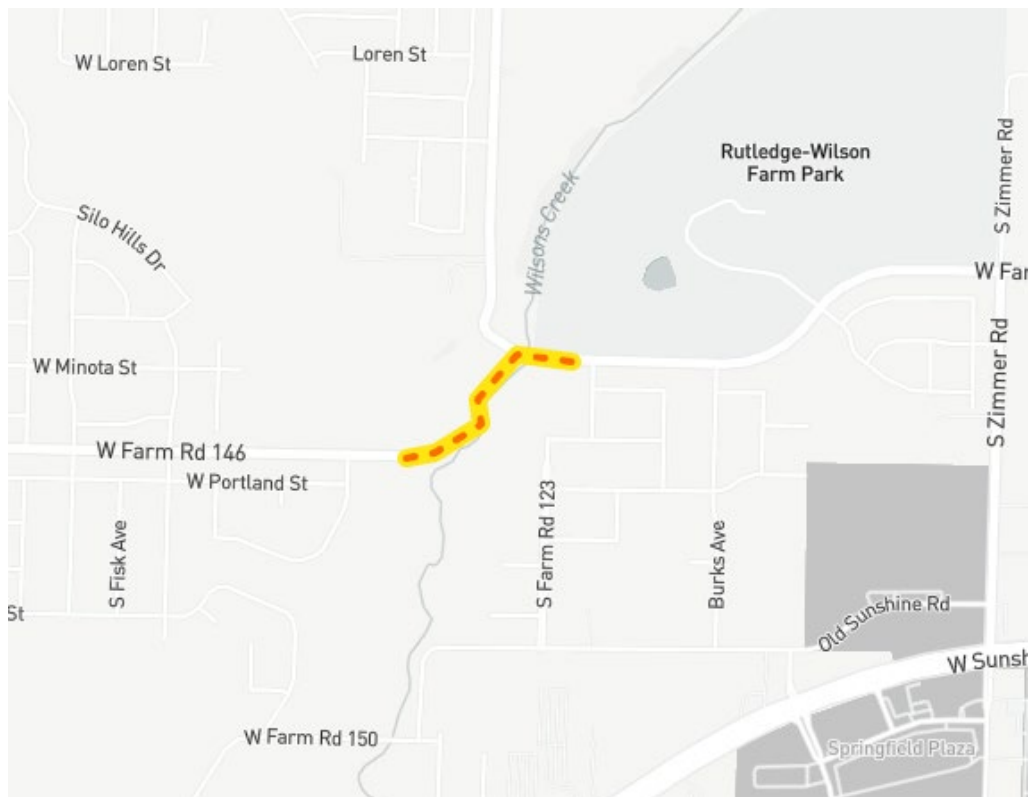
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #:

Comment: Setting aside who on earth ever thought aligning with all the creek curves was smart, can straightening this out get added to a long term list (like when this road needs capacity improvement or major repaving?) That and thinking through all of the people who park off to the side to access the trails at just east and west of this curve...seen lots of cars slam breaks for coming around curve and not seeing...a) people crossing for the trail, or b) people backing up out of makeshift parking spots

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Glenstone from McClernon to Valley Water Mill

City/County of concern: Springfield/Greene County

Date received: 08/30/2021

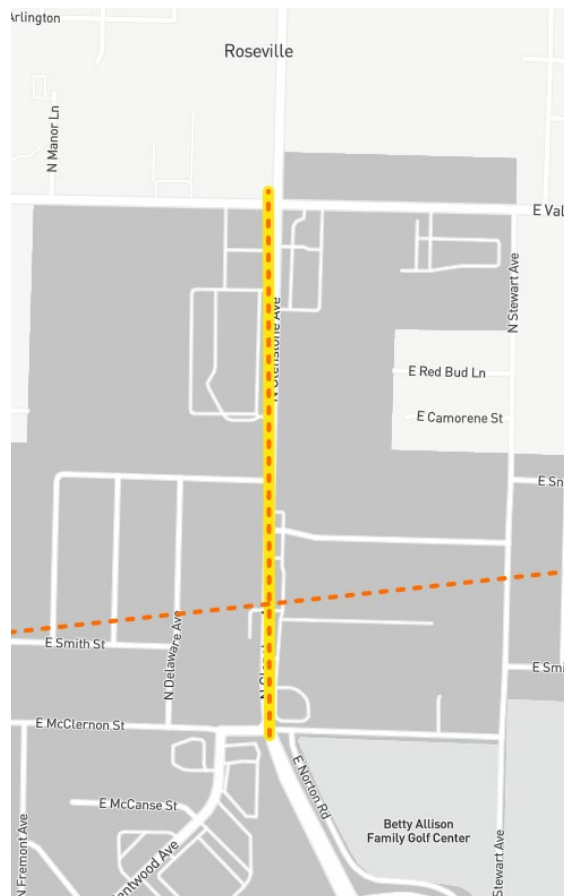
Received through: Map-A-Concern (OTO website)

Contact Name: B Carter

Contact Email/Ph #:

Comment: Glenstone ave needs to be be turn into 4 lanes from McClernon st to valley water mill road. It always a mess during rush hour traffic, and with the high amount of 18 wheeler traffic going in and out of the Rapid Roberts. Also fix the light sensors for cross traffic on McClernon.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Halltown Exit Ramp

City/County of concern: Not within the OTO MPO area

Date received: 08/31/2021

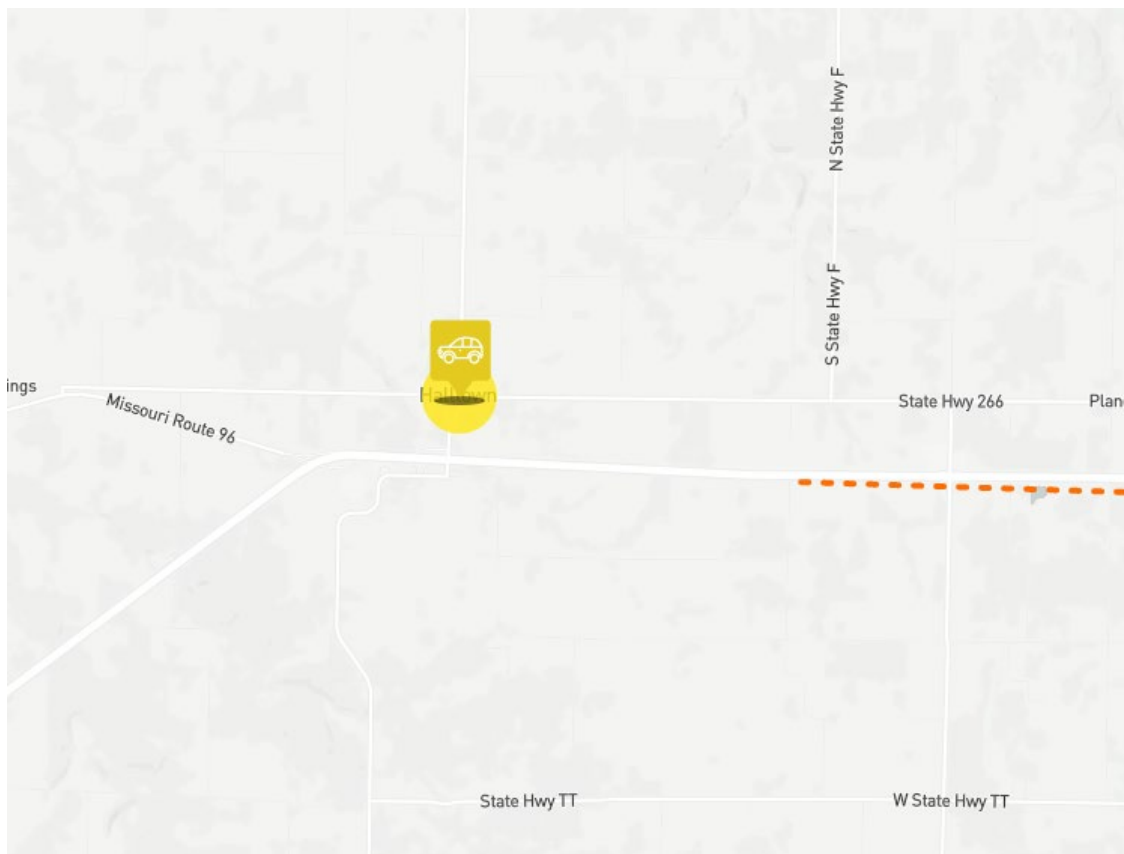
Received through: Map-A-Concern (OTO website)

Contact Name: Tammy Edwards

Contact Email/Ph #:

Comment: What are plans for the Halltown Exit Ramps. Very sharp curves and needs to be made safer. Thank you.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 60 and Main

City/County of concern: Republic/Greene County

Date received: 08/25/2021

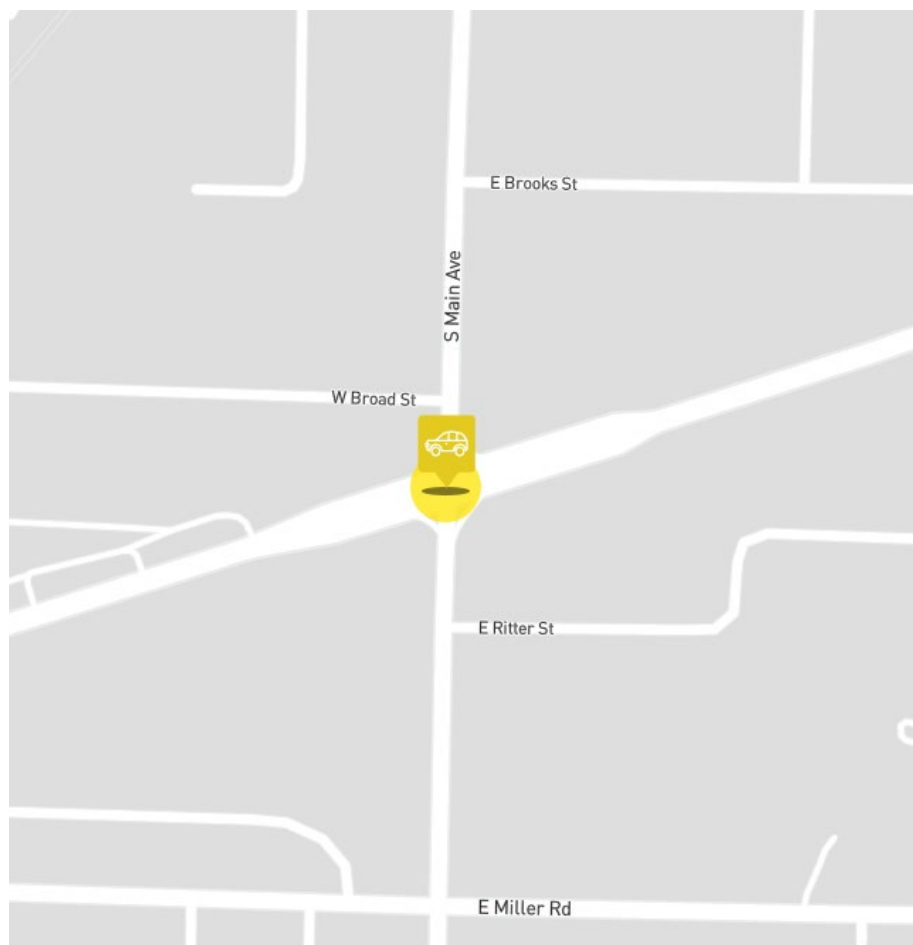
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: there are no left turn lanes northbound or southbound on main st./ P Highway. so you can sit at this light for a few cycles because there is one person trying to turn left who cant, and they block all the through traffic.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Oakwood and Highway 60

City/County of concern: Republic/Greene County

Date received: 08/25/2021

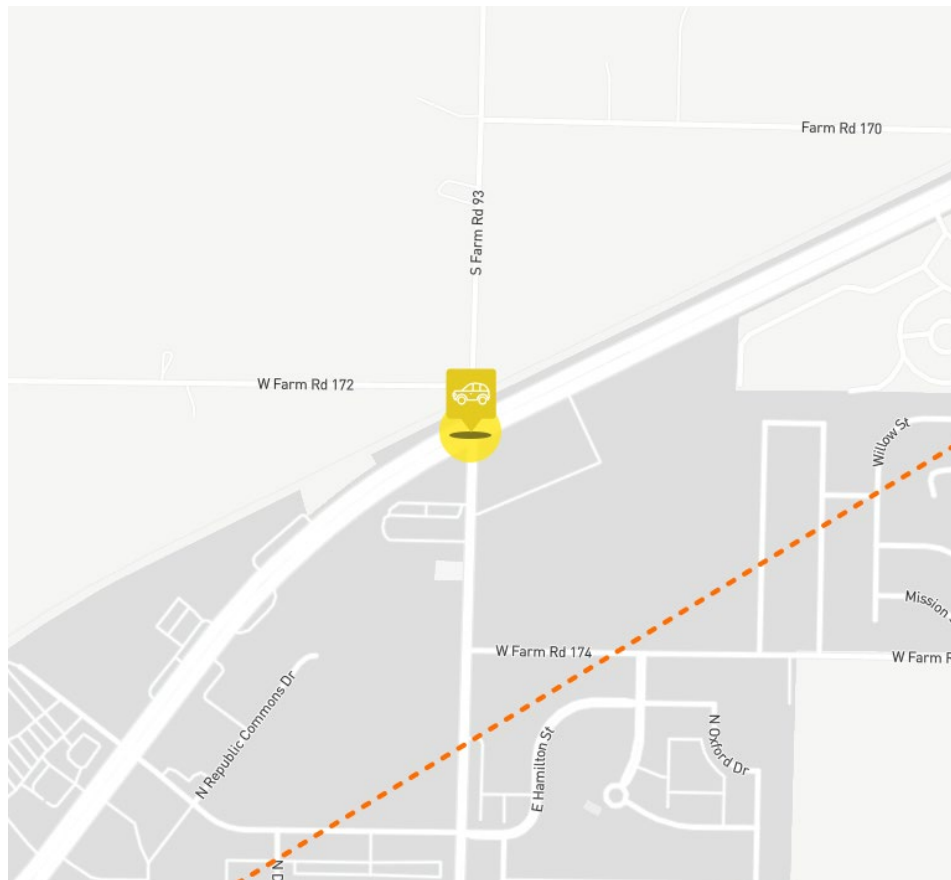
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: this light seems to cause nothing but problems since it was put in. there have been multiple fatalities at this location and a serious injury crash just last week.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 60 at Andy's

City/County of concern: Republic/Greene County

Date received: 09/08/2021

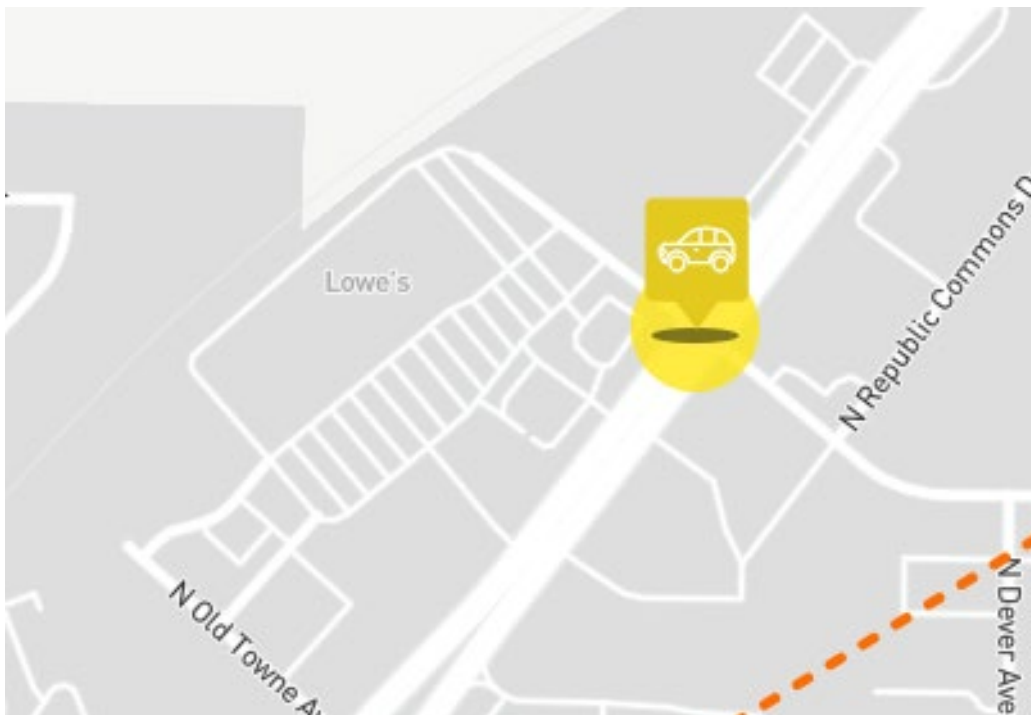
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: With the addition of Andy's there are times that the drive through line of Andy's actually blocks a lain of highway 60.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 60

City/County of concern: Republic/Greene County

Date received: 09/15/2021

Received through: Email

Contact Name: Tom Smith

Contact Email/Ph #: colcar2297@gmail.com

Contact Phone #: none

Comment:

Mandatory Improvement should include Hwy 60 4 lanes around Republic to bypass the city and allow access to Amazon, Convoy of Hope and other destinations north of the city. Alleviate the congestion flowing through the city and causing major fatality and dangerous intersections to growing residential areas south of the city.

OTO Response:

Good Afternoon, Ms. Angle!

Thank you for your input! Public input is vital to our 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: Highway 60 – Republic to Monett

City/County of concern: Republic/Greene County/outside of OTO MPO area

Date received: 08/31/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Kathleen

Contact Email/Ph #:

Comment: More attention needs to be paid to the corridor between Monett and Republic. I wish on the https://media.ozarkstransportation.org/documents/DraftDestination2045_08122021.pdf document they would have included Lawrence County residents, commute data, etc. Most commute to Springfield. This area does not get the attention it needs. There aren't even double lanes or appropriate passing lanes like they have on the 60 corridor to the east of Springfield.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 65

City/County of concern: Springfield/Greene County

Date received: 08/30/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Daniel Smithson

Contact Email/Ph #:

Comment: With 65 Hwy being six lane, I would request consideration to limit tractor-trailer's speed to 55mph and strict use of the right two lanes. This is common in large cities and the traffic flows much better. It is much safer.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 174 and Main

City/County of concern: Republic/Greene County

Date received: 09/15/2021

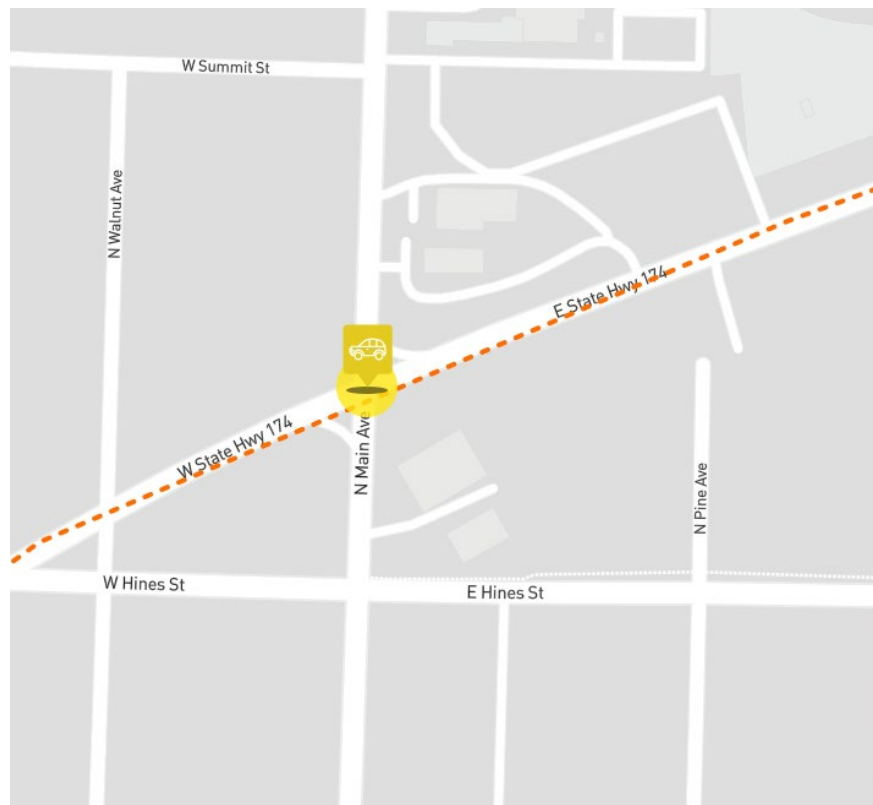
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: This intersection needs significant improvements. During peak hours, this intersection becomes clogged and vehicles can be sitting for an extended amount of time. This intersection also has a lot of pedestrian traffic which can become a huge factor in safety. This intersection needs to be improved to handle significant traffic during peak hours. Long turn lanes added and a possible traffic signal would significantly improve this intersection but I do not believe it would resolve all issues.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 174 from Hwy 60 to Kansas Ave – sidewalks/bike lane

City/County of concern: Republic/Greene County

Date received: 09/08/2021

Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: Adding bike lane and sidewalks along highway 174 will give residents on the west side of town a safe way to navigate to school, library, parks, and shopping without obstructing traffic.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway M and Farm Road 168

City/County of concern: Republic/Greene County

Date received: 09/08/2021

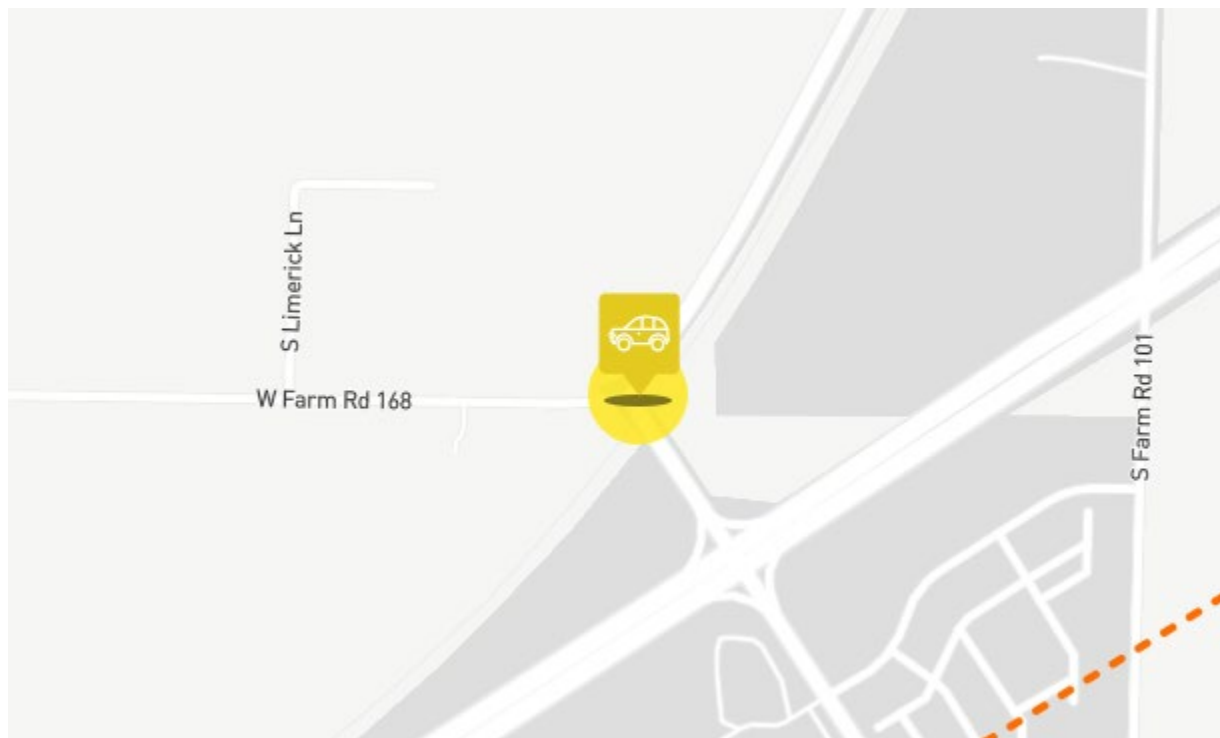
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: At times this intersection gets extremely backed up with people trying to enter M from farm rd 168 and then people turning into the gas station further backup traffic.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Hines and Lynn

City/County of concern: Republic/Greene County

Date received: 09/08/2021

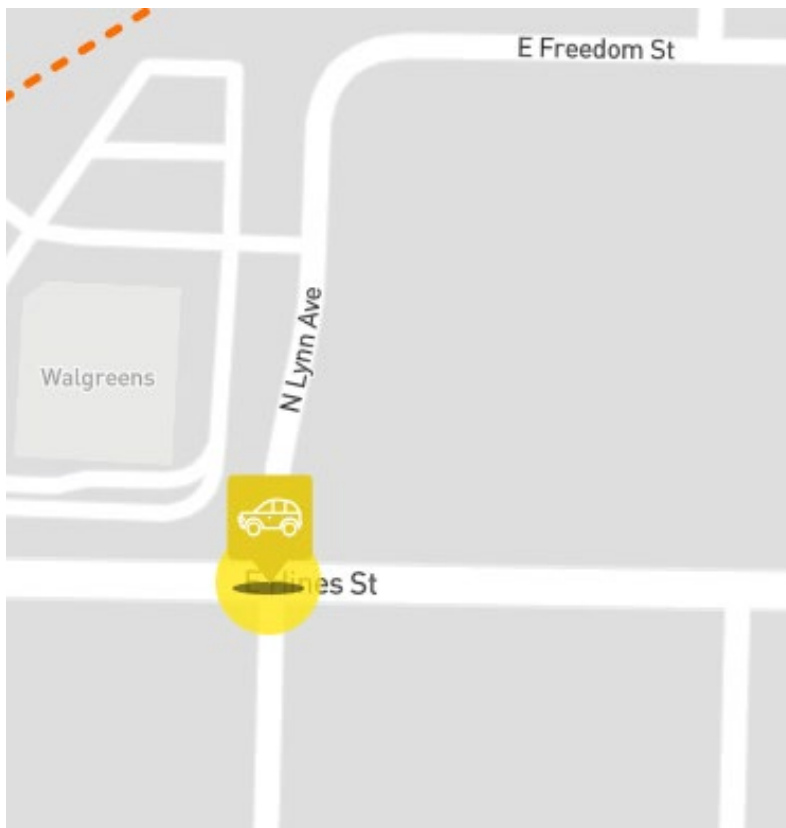
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: This intersection is extremely busy and hard to navigate with even medium level of traffic.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Hines from Oakwood to Highway ZZ

City/County of concern: Republic/Greene County

Date received: 09/08/2021

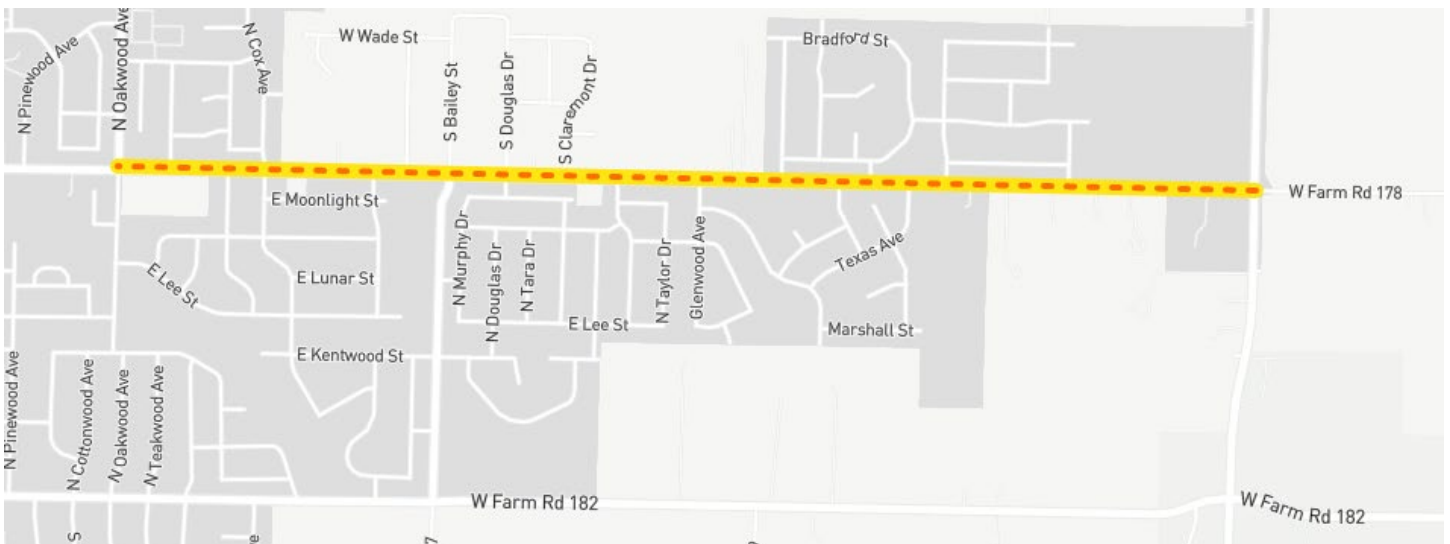
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: It would be amazing to have a sidewalk and a bike lane on hines.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: I-44

City/County of concern: Springfield/Greene County

Date received: 08/30/2021

Received through: Map-A-Concern (OTO website)

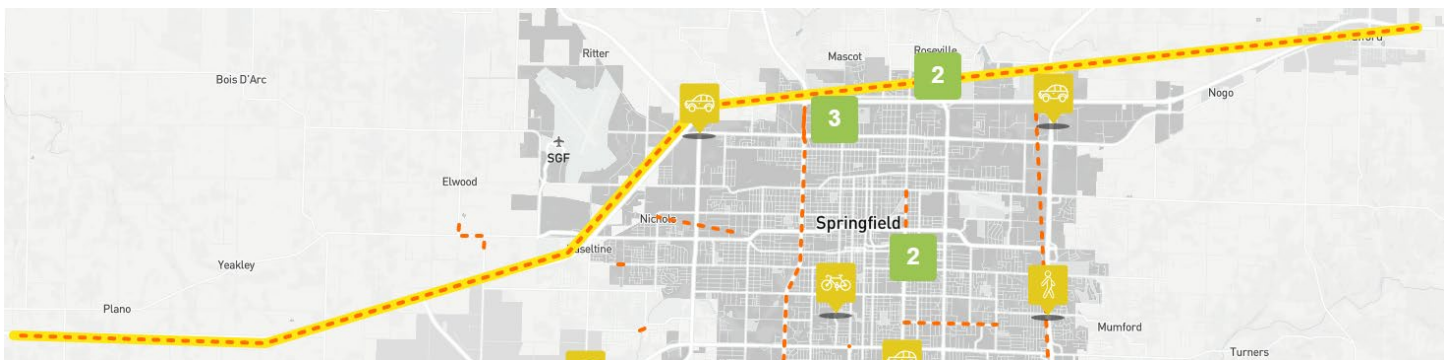
Contact Name: Daniel Smithson

Contact Email/Ph #:

Comment: The need for I-44 to be 6 lane is long overdue and a major issue. The amount of traffic and large trucks on the roadway is significant. The cost benefit would be substantial.

Map

(Highlighted line)



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: James River Freeway noise

City/County of concern: Springfield/Greene County

Date received: 09/15/2021

Received through: Map-A-Concern

Contact Name: Shirley Moore

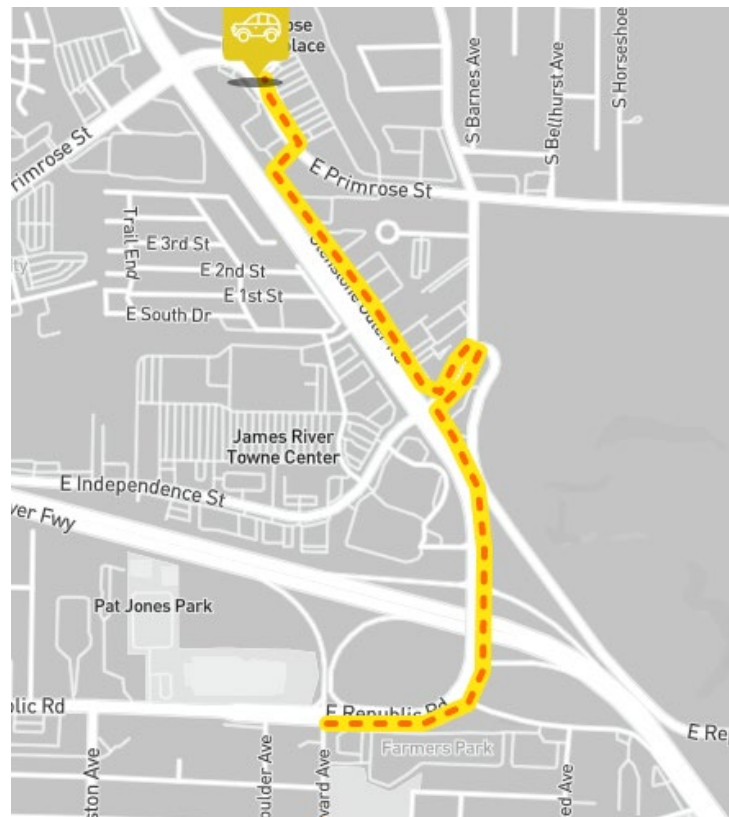
Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

I recently purchased a home betwn. S. National and S Campbell within a block of James River frwy., the traffic noise is terrible need a sound barrier wall in this neighborhood.

Original Map-A-Concern Comment

Adding a feasible path for bikers and pedestrians to cross James River at Republic could add accessibility for a large residential area.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Kansas Extension

City/County of concern: Springfield/Greene County

Date received: 09/20/2021

Received through: Email

Contact Name: David Miller

Contact Email/Ph #: BransonEngineer@Gmail.com

Contact Address: none

Email:

Could you tell me the latest update on the Kansas Extension project? The web site indicates that construction could start in early 2019 if funding had been available. Is funding identified yet and when could construction start? Will the federal stimulus funding be able to help move the project forward?

Thank you.

OTO Response:

Mr. Miller,

The Kansas Extension was delayed by environmental reviews at FHWA which caused the timeline to be revised. However, all approvals have now been obtained and the project is set to begin this fall. Funding is being provided through Greene County and FHWA Surface Transportation Block Grant funds that are suballocated to the region. To my knowledge no COVID relief funds are being used to fund the project.

Please let me know if I can be of further assistance.

Sara Fields



PUBLIC COMMENT



Area of concern: Kansas Expressway

City/County of concern: Springfield/Greene County

Date received: 09/15/2021

Received through: Map-A-Concern

Contact Name: Amy

Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

Pedestrian versus vehicle. I see people crossing Kansas Expressway to go to the library and the stores, It's such a busy road for that amount of pedestrian traffic. Cars have a hard time stopping. I fear someone will get hit.

Original Map-A-Concern Comment

There are numerous driveway access points along this corridor. Need a way to consolidate some of the driveways in order to lower number of accidents and keep traffic moving



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Kearney and West ByPass

City/County of concern: Springfield/Greene County

Date received: 09/15/2021

Received through: Map-A-Concern

Contact Name: Glen Healy

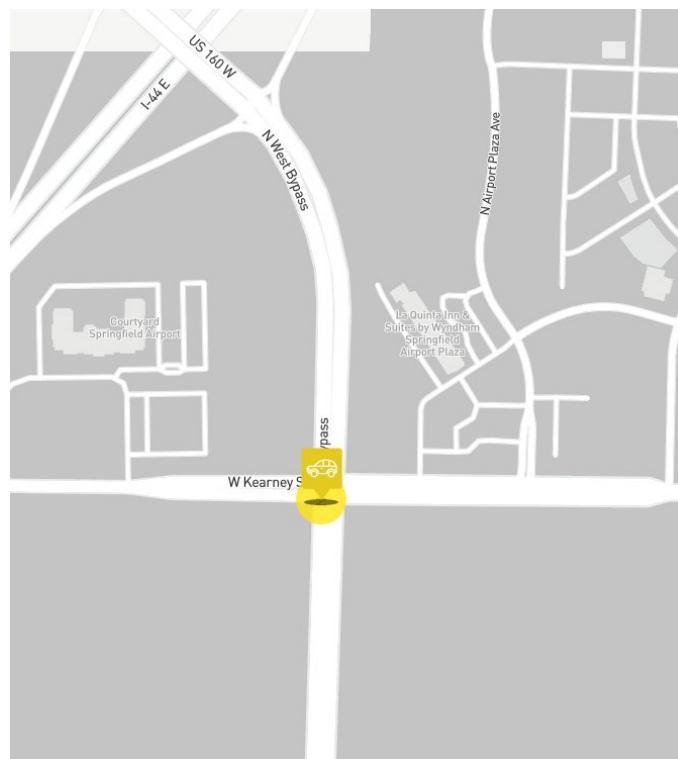
Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

Highway 160 from Willard is a main artery into Springfield. The intersection of Kearney/west bypass could use right turning lanes (from every direction). During peak driving times the intersection is congested. N bound w bypass is usually backed up due to people wanting to go E bound in I-44.

Original Map-A-Concern Comment

This intersection desperately needs right turn lanes.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Miller Road from Lynn Ave to Farm Road 97 – sidewalk/bike lane

City/County of concern: Republic/Greene County

Date received: 09/08/2021

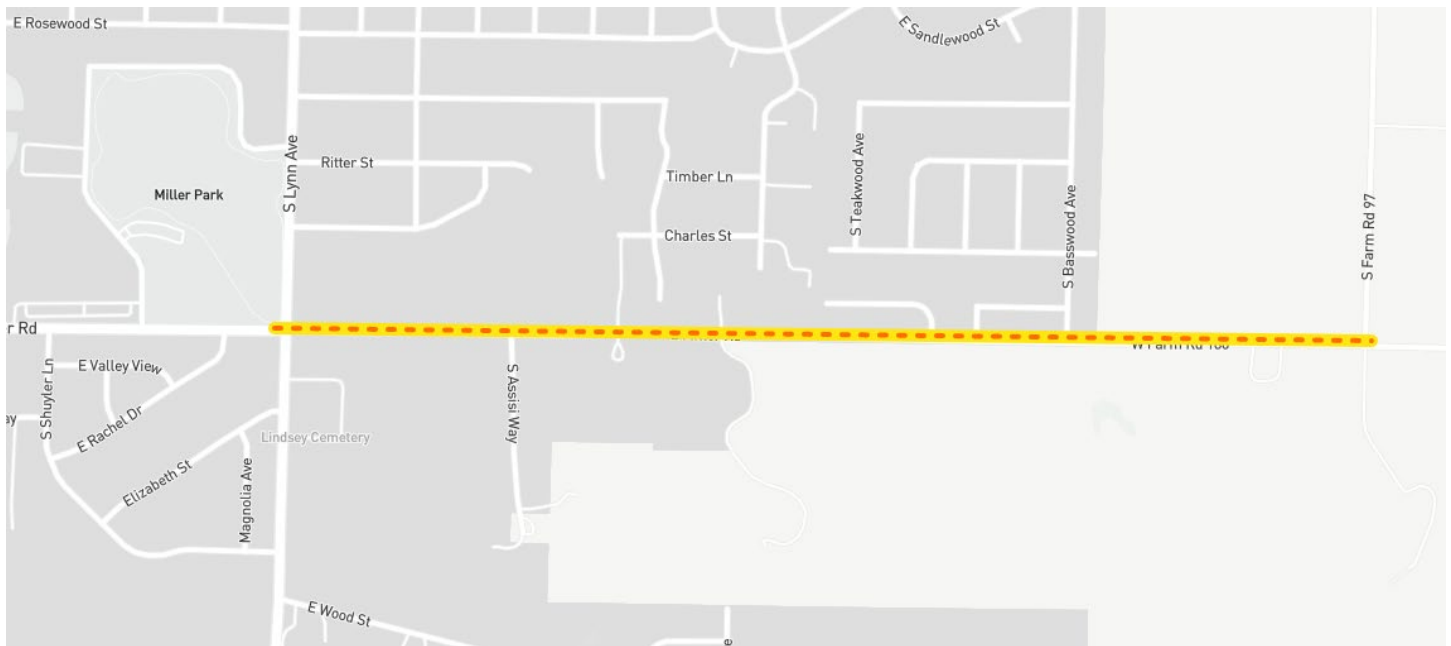
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: With the addition of new subdivisions off of this street a sidewalk and bike lane would be beneficial to provide residents the ability to walk or bike safely to Miller Park

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Republic Road and James River Freeway

City/County of concern: Springfield/Greene County

Date received: 10/06/2021

Received through: Map-A-Concern

Contact Name: Jeff P

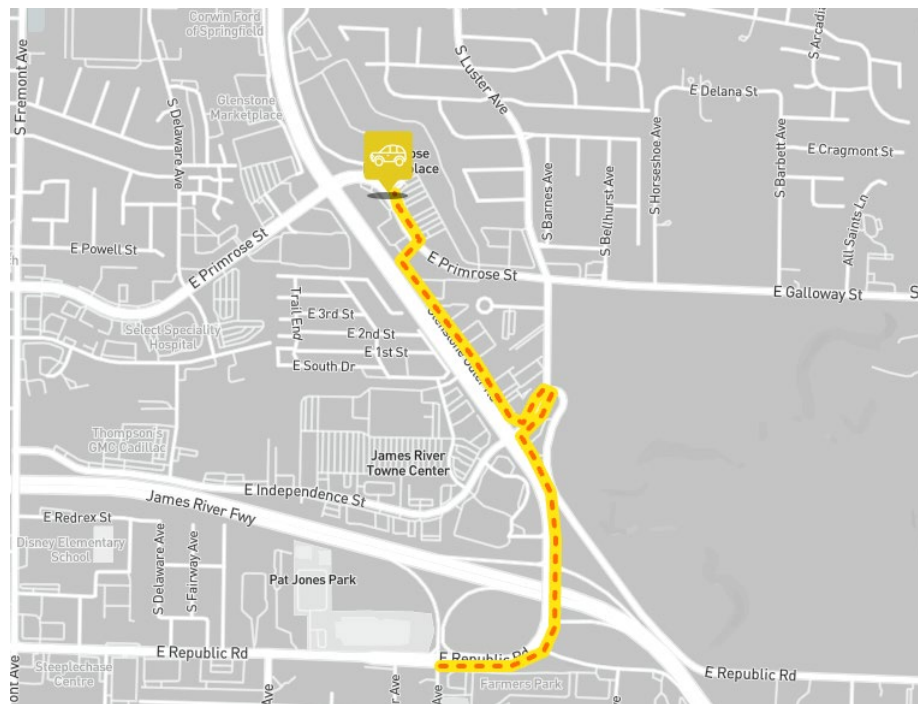
Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

Agree! SUPER frustrated they didn't consider any pedestrian options when planning the current project...wonder why we think MODOT doesn't care about pedestrians...

Original Map-A-Concern Comment

Adding a feasible path for bikers and pedestrians to cross James River at Republic could add accessibility for a large residential area.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Republic Road at Campbell

City/County of concern: Springfield/Greene County

Date received: 08/30/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Missy Oh

Contact Email/Ph #:

Comment: This section really needs to be expanded to four lanes. Too much congestion.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Sidewalk safety

City/County of concern: Springfield/Greene County

Date received: 09/15/2021

Received through: Disqus – comment left on website

Contact Name: Patrick B

Contact Email/Ph #:

Comment:



PatrickB • 17 hours ago

I understand that having sidewalks right up against the curb may help with maintenance, but it is a safety concern to have pedestrians placed within arms-reach of traffic that is going 30-50 MPH. MODOT just allowed a new sidewalk on Kearney and US 65 in front of Cowan auto dealership being built. They also allowed one in front of the new medical facility being built at Battlefield and US 65.

What's more important: Maintenance or pedestrian safety?

Leaving a grass strip between the sidewalk and the thoroughfare gives greater separation between pedestrian and traffic.

Leaving a grass strip between the sidewalk and the thoroughfare gives a dark line to make the edge of the road more apparent to drivers so they are less likely to drive onto the sidewalk.

Creating new sidewalks that create traffic hazards seems counterproductive.

Worst, the chance of a new sidewalk being changed to be safer is near zero for decades unless the whole street happens to be redesigned.

^ | v • Reply • Share ›



Ozarks Transportation Organiz.  PatrickB • 3 minutes ago

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

^ | v • Edit • Reply • Share ›



PUBLIC COMMENT



Area of concern: State Hwy AB, State Hwy 266, and State Hwy B

City/County of concern: Greene County

Date received: 08/25/2021

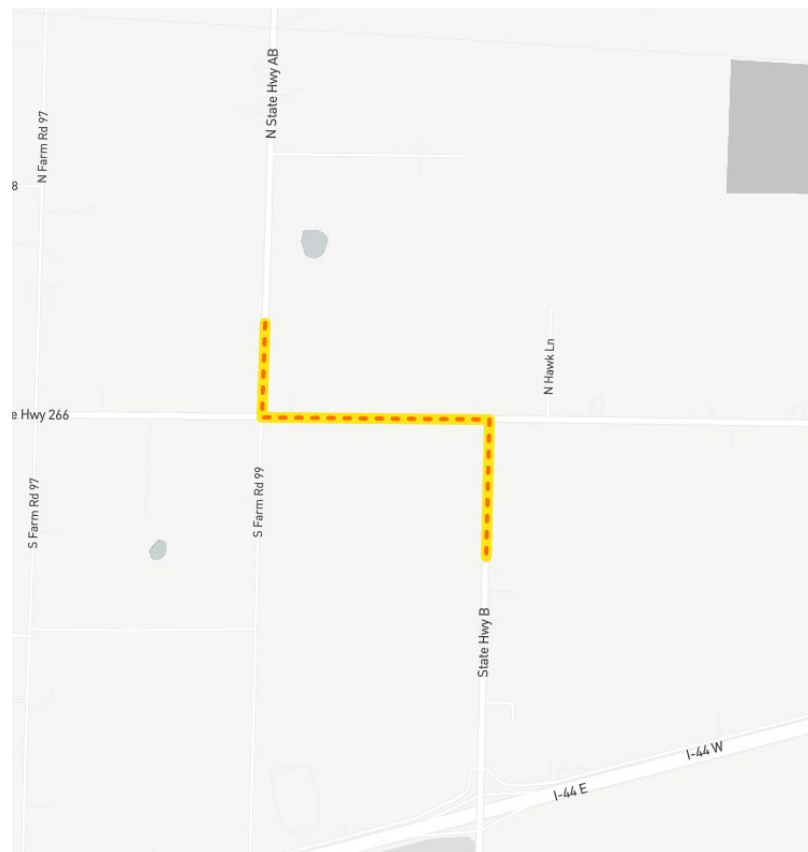
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: I drive this almost everyday to and from work and always seems to be extremely busy with large amounts of commuter traffic and semi truck traffic. Ideally, AB would align with B, but with the development going on in the area that doesn't seem likely. I believe another option would be dual roundabouts at each of these intersections, to eliminate the left hand turns.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Sunshine and Haseltine

City/County of concern: Greene County

Date received: 09/28/2021

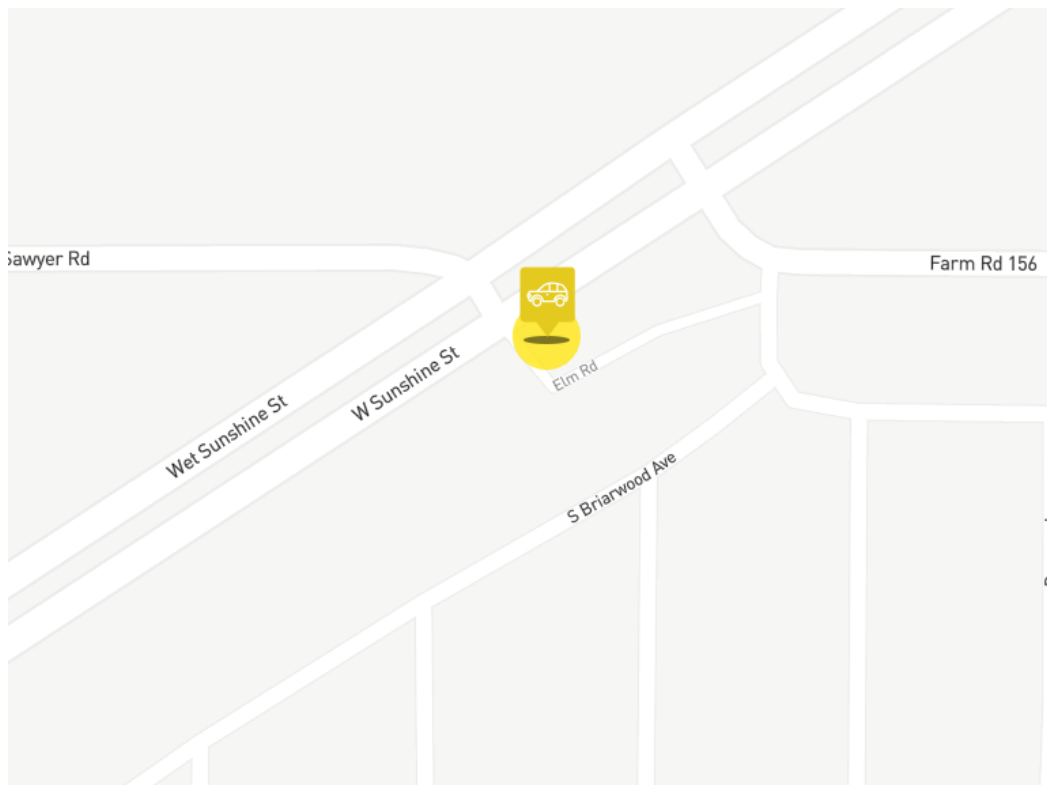
Received through: Map-A-Concern (OTO website)

Contact Name: Kris Russell

Contact Email/Ph #:

Comment: There are 2 cross-overs within 25 yrds of each other at this location. Very, very dangerous and people pull out in front of vehicles here routinely. Wouldn't just one suffice? Or better yet add a stop light at W. Sunshine and S. Haseltine Road and then close one of the cross-overs. Thank you.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Sunshine and James River Freeway

City/County of concern: Greene County

Date received: 10/06/2021

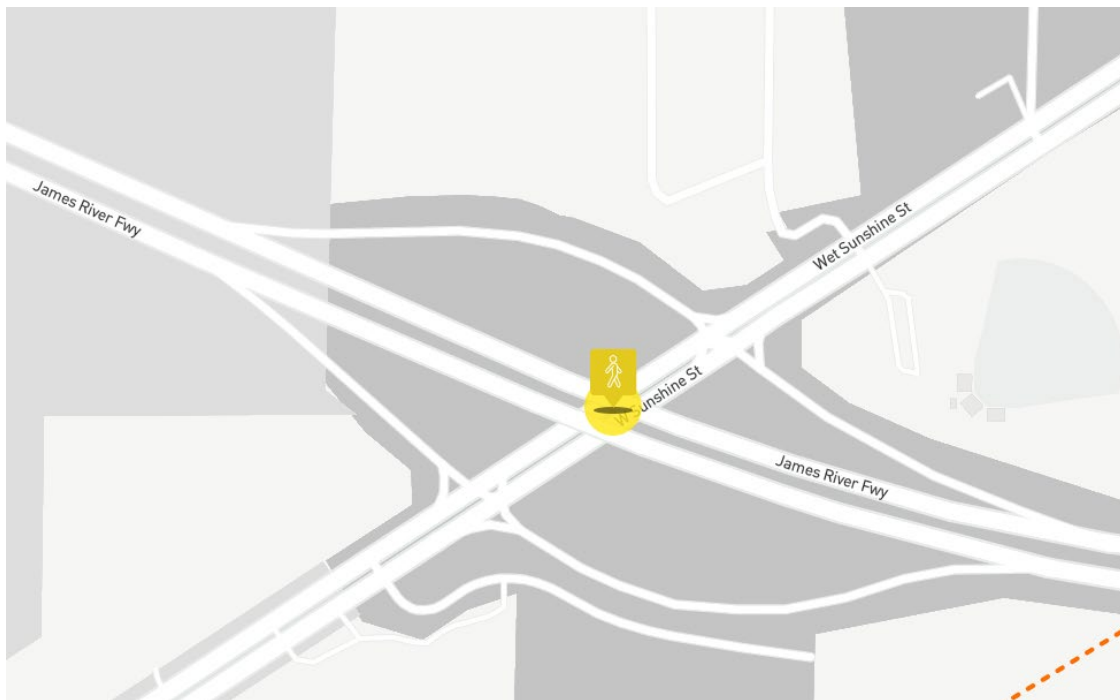
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: Three suggestions: - Lengthen the left turn lanes turning on to 360/JRF. One from SB Sunshine to EB backs up into mainline a lot. There's room to do it. - Flashing warning signs for red light (like at intersections on 60 in Republic) - Add right turn lane from WB offramp to EB Sunshine. MODOT or some entity keeps regularly adding gravel to the shoulder because so many people drive onto shoulder to turn right when traffic backs up.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Sunshine Street Crosswalk at HyVee

City/County of concern: Springfield/Greene County

Date received: 09/01/2021

Received through: Email

Contact Name: Morey Mechlin

Contact Email/Ph #: moreymechlin@me.com

Contact Address: 2533 East Ottawa St, Springfield, 65804

Email:

Hi Andy,

Happy September! Yesterday, I was walking along Sunshine Street where the HyVee store is being built. I noticed that the traffic light poles have been installed with crossing signals for East/west pedestrian traffic but not north/south. In other words, once again, there are no pedestrian crosswalks or lights to help pedestrians cross Sunshine.

Andy, help! Now is the time to make sure pedestrians are protected at this new installation. Both vehicle and pedestrian traffic will increase when this store opens. Let's make it safe from Day One.

Please let me know who I need to contact to make safety a reality. Thank you for your help.

Sincerely,
Morey Mechlin

OTO Response 09/01/2021:

Morey,

Thank you for reaching out again. This segment of Sunshine is owned and maintained by MoDOT. They have two planned projects that will help address pedestrian safety along this corridor. Job number 8S3153 will bring existing sidewalks and crosswalks up to current ADA standards. I recently attended a staff-level kick-off meeting for this job and crosswalks were discussed. Job number 8S3133 is a study to identify operational and safety improvements along E Sunshine, which will include adding pedestrian facilities. Much of the existing signal infrastructure along this segment does not have the necessary capacity to add pedestrian signals, so this study will help identify locations that need signal infrastructure improvements. This study will also identify critical sidewalk gaps that need to be filled prior to the addition of N/S crosswalks. MoDOT generally requires sidewalks be present prior to the addition of signalized crosswalks.

I expect MoDOT will be holding public meetings for each of these projects. I encourage you to attend these meetings and provide feedback on the proposed improvements. Keep an eye out for an announcement of these meetings in the local news. I don't always know ahead of time when these meetings will occur, but if I learn something I will let you know.

This corridor will be receiving significant investments in the next 12-24 months. Once these improvements are completed, Sunshine will be a more pedestrian friendly environment. Please let me know if you have any questions.

Thanks,

Andy Thomason, AICP



PUBLIC COMMENT



Area of concern: Trail near Campbell and Weaver Road

City/County of concern: Springfield/Greene County

Date received: 08/31/2021

Received through: Map-A-Concern

Contact Name: Leslie Skorick

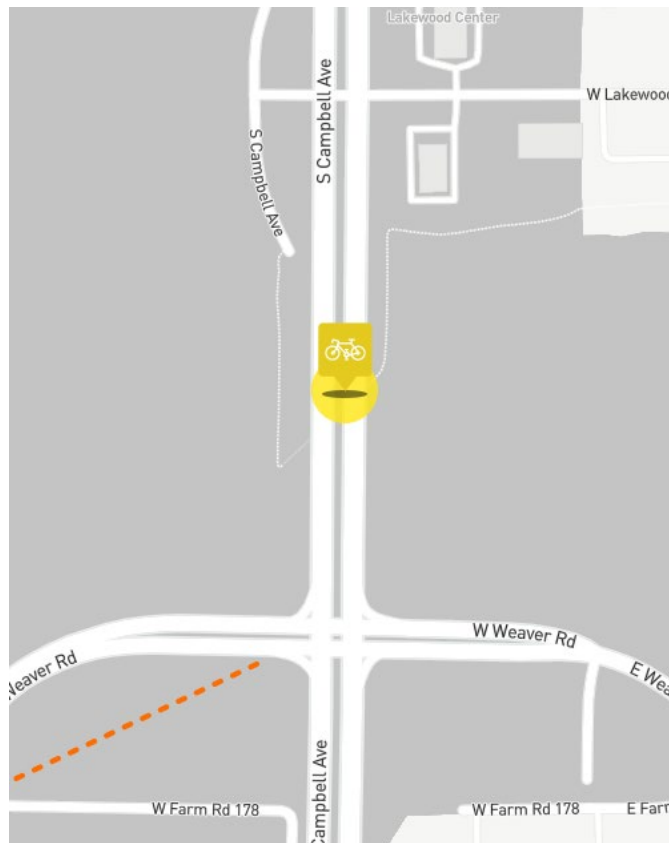
Contact Email/Ph #: not available

Map-A-Concern response
Comment to ---->

agree! the connection to the library center from south springfield needs to be fixed with flooding. new path in development south of library will not be used without this fix.

Original Map-A-Concern Comment

This area consistently floods, making it impossible to cross under Campbell.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: West Bypass and Sunshine

City/County of concern: Springfield/Greene County

Date received: 09/28/2021

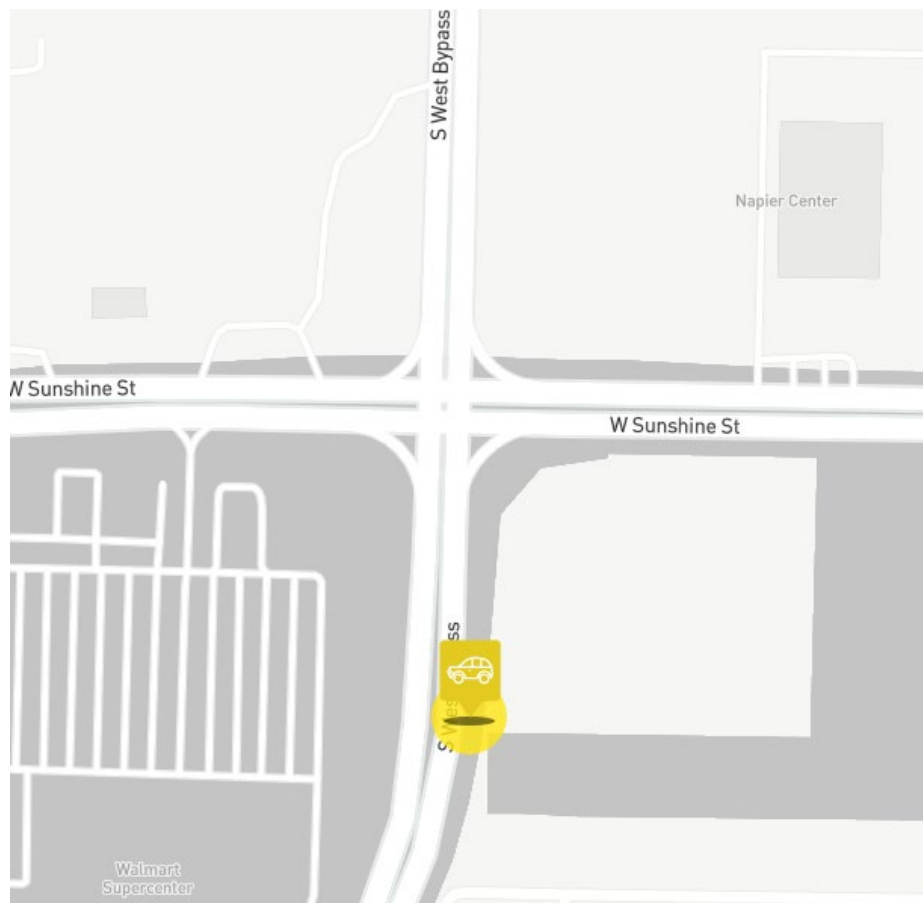
Received through: Map-A-Concern (OTO website)

Contact Name: Kris Russell

Contact Email/Ph #:

Comment: Would love to see an extended left turn lane from the northbound lanes at w. Sunshine and W. By-Pass. There's not enough room for ore than 4 or 5 cars and those at the end at stuck out in the northbound driving lane of the By-Pass. Thank you.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Wilson's Creek Trail Expansion

City/County of concern: Greene County

Date received: 09/08/2021

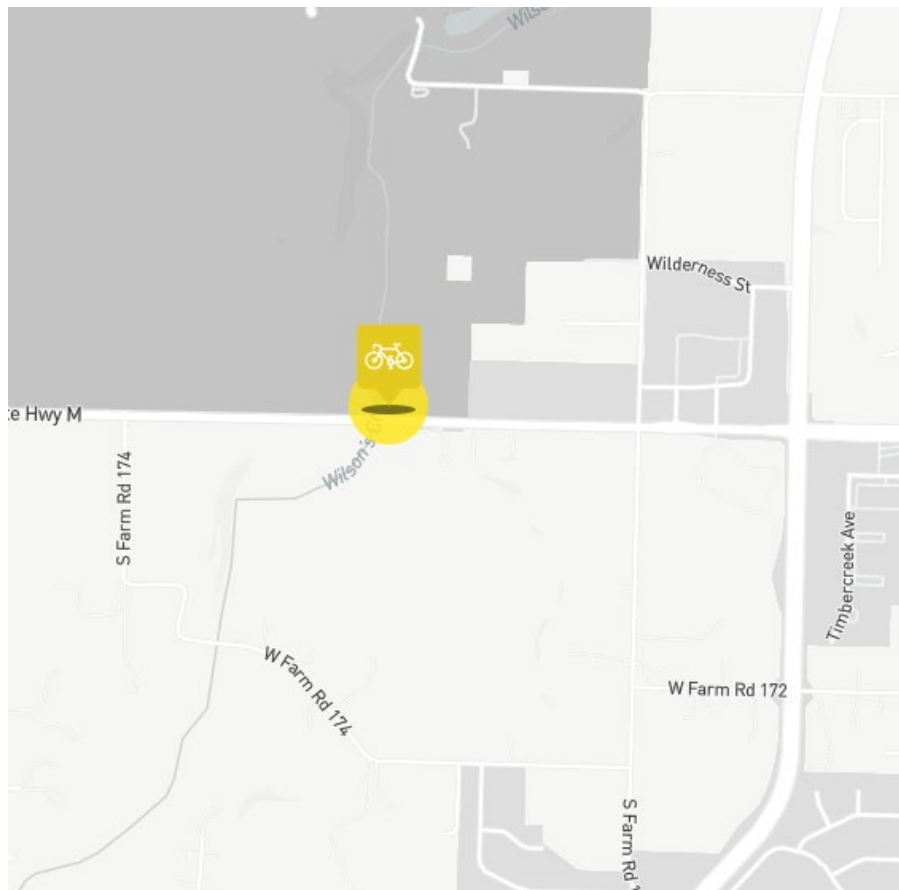
Received through: Map-A-Concern (OTO website)

Contact Name: None

Contact Email/Ph #:

Comment: This is a great trail that goes well up north into Springfield. It would be great if it expanded further south.

Map



OTO Response: Unable to respond through the Map-A-Concern feature

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.A.

2023-2027 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2022, MoDOT is expected to develop funding estimates for use in the 2023-2027 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects will be considered order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District (November)
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP (February)
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT
4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program (July)
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects (July)
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2023-2027 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2023-2027 STIP.”

Priority	Roadway	Project Description	Total Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
1	I-44	I-44 Capacity/Operational Improvements from Glenstone to West Bypass with Ped Underp	51	6	12	0	14	5	0	1	2	3	4	4
2	Chestnut Expwy	ITS improvements from West Bypass to Kansas Expwy	66											
3	Glenstone	Glenstone Phase II- Operational and Safety Improvements	65	6	18	0	14	5	4	2	0	0	14	2
4	US 60	Intersection Improvements from Main to JRF	57	4	18	0	14	5	0	1	1	0	14	0
5	US 60	Safety and Capacity Improvements- JRF to MM	55	4	14	5	11	5	0	1	1	0	14	0
6	US 60	Safety and Capacity Improvements- MM to Rte 174	54	5	14	0	14	5	0	1	1	0	14	0
7	I-44/Kansas Expwy	Capacity, Safety and Operational Improvements from Evergreen to Norton	54	5	14	0	11	5	0	1	2	0	14	2
8	US 60	Convert to Freeway from US 65 to 125 w/ ITS	53	5	12	0	14	5	0	1	2	2	10	2
9	Kansas Expwy	Contect Sensitive Solutions from north of Bennett to South of Sunshine	51	5	14	0	11	5	4	1	1	0	10	0
10	Kansas Expwy	Context sensitive solution Chestnut to Bennett	51	5	14	0	11	5	4	1	1	0	10	0
11	Kansas Expwy	Context sensitive solution Battlefield to Sunshine	51	5	14	0	11	5	4	1	1	0	10	0
12	US 65	Capacity Improvements CC to 14	50	6	12	0	14	5	0	1	1	1	10	0
13	US 60/Kansas Expwy	Interchange improvements	49	5	14	0	7	5	2	1	1	0	14	0
14	US 60/US 65	Interchange Improvements	48	6	12	0	7	5	0	1	2	1	14	0
15	US 65	Capacity Improvements 14 to F	48	6	16	0	14	5	0	1	1	1	0	4
16	Rte CC/US 65 interchange	EB Dual left turn lane to US 65, extend ramp	47	6	10	0	14	5	0	1	1	0	10	0
17	I-44	Capacity/Operational Improvements from 125 to 65	46	6	14	0	7	5	2	1	2	3	4	2
18	Rte CC	Widening from US 65 to Fremont	44	3	10	0	11	5	0	1	0	0	14	0
19	Kearney/US 65	Interchange improvements add sidewalks	44	3	18	0	0	5	2	2	0	2	10	2
20	Kansas Expwy	Context sensitive solution Chestnut to Division	43	5	8	0	11	5	2	1	1	0	10	0
21	Rte 14	NN to 3rd Bridge widening	43	3	8	0	11	5	0	2	0	0	14	0
22	Sunshine	Operational and Safety Improvements with Pedestrian Accommodations	43	5	14	0	7	5	0	2	0	0	10	0
23	Chestnut Expwy	Chestnut Expwy from Kansas to National	43	4	12	0	7	5	2	1	0	0	10	2
24	Kansas Expwy	Capacity, Safety, and Operational improvements Norton to OTO boundary	42	4	14	0	0	5	0	1	2	2	14	0
25	Rte 125/OO North	Intersection Improvements	42	3	14	0	7	5	0	1	0	2	10	0
26	US 60/National Ave	Interchange/Operational improvements	40	5	14	0	0	5	4	1	1	0	10	0
27	Chestnut Expwy	Chestnut Expwy from Patterson to US 65	40	5	10	0	7	5	2	1	0	0	10	0
28	Rte J	Additional WB lane US between Farmer Branch & 17th	40	3	14	0	7	5	0	1	0	0	10	0
29	Rte J/NN	2 thru lanes EB/WB at intersection	40	3	14	0	7	5	0	1	0	0	10	0
30	Kansas Expwy	Contect Sensitive Improvements Division to Evergreen	39	4	14	0	0	5	4	1	1	0	10	0
31	Rte 125/Rte D	intersection improvements	39	2	14	0	0	5	0	1	0	3	14	0
32	Kansas Expwy	Context sensitive solution JRF to Battlefield	39	4	14	0	0	5	4	1	1	0	10	0
33	US 60/FR 189	New Interchange	39	4	8	0	14	5	0	1	2	1	4	0
34	I-44/US 65	Interchange improvements	39	6	12	0	0	5	2	1	2	1	10	0
35	Glenstone/Evergreen	Intersection improvements	38	4	14	0	0	5	4	1	0	0	10	0
36	US 160/Chestnut Expwy	Intersection improvements	38	4	14	0	0	5	4	1	0	0	10	0
37	US 65 NB Flyover Ramp Extensi	Extend merge lane with US 65	38	6	8	0	11	5	0	1	2	1	4	0
38	Rte 160/Division	Intersection improvements	38	4	14	0	0	5	4	1	0	0	10	0
39	I-44/ Rte 125	Interchange signalization	38	3	10	0	7	5	0	1	0	2	10	0
40	US 160	Six-Lane from Plainview to AA	38	6	14	0	0	5	0	1	0	0	10	2
41	Kearney/Mayfair	Intersection improvements after developer upgrade	37	3	14	0	0	5	2	1	0	2	10	0
42	Rte 160/Mt Vernon	Intersection improvements	37	5	14	0	0	5	2	1	0	0	10	0
43	Rte ZZ	Extension from M to 60 new intersection	37	2	10	5	0	5	0	1	0	0	14	0
44	Rte 14/Oak	Intersection Improvements	36	3	6	0	7	5	0	1	0	0	14	0
45	US 160/ FR146	Intersection Improvements	36	5	10	0	0	5	4	1	0	1	10	0
46	US 65/Chestnut Expwy	DDI operation w/ increasing development	36	5	6	0	7	5	2	1	0	0	10	0
47	Rte B/266/Rte AB	Intersection improvements	36	2	14	0	0	5	0	1	0	0	14	0
48	Chestnut Expwy	Chestnut Expwy from Glenstone to Patterson	34	4	10	0	0	5	2	1	0	0	10	2
49	I-44	Capacity/Operational Improvements from West Bypass to Chestnut	34	5	12	0	0	0	0	1	2	2	10	2
50	US 60	Capacity and Safety Improvements west of Republic	33	3	2	0	11	5	0	1	1	0	10	0
51	US 160	Safety and Capacity 14 to OTO Southern Boundary	32	3	12	0	0	5	0	1	0	1	10	0
52	US 160	Six-Lane from AA to CC	32	4	12	0	0	5	0	1	0	0	10	0
53	Rte 160/Nichols	Intersection improvements	32	4	8	0	0	5	4	1	0	0	10	0

Priority	Roadway	Project Description	Total Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi-Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
54	US 65	Longview Interchange	32	6	12	0	0	0	0	2	1	1	10	0
55	US 160	Safety and Capacity CC to 14	32	6	14	0	0	0	0	1	0	1	10	0
56	Glenstone	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill	31	3	8	0	0	5	0	1	0	0	14	0
57	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd	31	3	10	0	0	5	0	1	0	0	10	2
58	US 60	JRF- Capacity Improvements Kansas to West Bypass	30	6	16	0	0	0	2	1	1	0	4	0
59	Rte 14/Fremont	Intersection improvements	29	3	10	0	0	5	0	1	0	0	10	0
60	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne	29	3	10	0	0	5	0	1	0	0	10	0
61	I-44/Mulroy	Interchange improvements	29	2	10	0	0	0	0	1	0	2	14	0
62	Rte 14/Rte W	Intersection Improvements	28	3	12	0	7	5	0	1	0	0	0	0
63	Rte CC	Extension from Main to 160	28	2	10	0	0	5	0	1	0	0	10	0
64	Rte CC	Intersection Improvements at Main Street in Nixa	28	2	10	0	0	5	0	1	0	0	10	0
65	Rte CC	Capacity and Safety Improvements Main to Cheyenne	28	2	10	0	0	5	0	1	0	0	10	0
66	US 65/FR 94	Intersection Improvements	28	3	16	0	0	5	0	1	1	2	0	0
67	MO 413 - JRF to West Bypass	Six Lane	28	3	10	0	0	0	0	1	0	0	14	0
68	Chestnut Expwy	Chestnut Expwy from National to Glenstone	27	4	12	0	0	0	0	1	0	0	10	0
69	Rte 174/Boston Ave	Intersection Improvements	27	2	14	0	0	0	0	1	0	0	10	0
70	Rte 174/Main St	Intersection Improvements	27	2	14	0	0	0	0	1	0	0	10	0
71	Rte FF	Capacity Improvements through Battlefield	27	3	8	0	0	5	0	1	0	0	10	0
72	Rte 14	Capacity and Safety Improvements 14th Street to W	26	3	10	0	7	5	0	1	0	0	0	0
73	I-44/US 160	Ramp improvements	25	2	14	0	0	0	0	1	2	2	4	0
74	I-44	Capacity/Operational Improvements from Chestnut to 360	25	5	10	0	0	0	0	1	2	3	4	0
75	Rte 14	Nicholas to OTO Western Limits	25	2	16	0	0	5	0	1	0	1	No data	0
76	Rte CC	Capacity & Safety improvemnts From Cheyenne to Fremont	25	3	6	0	0	5	0	1	0	0	10	0
77	Rte 174	Capacity Improvements Main to 60	25	2	12	0	0	0	0	1	0	0	10	0
78	Rte OO/Washington	Intersection Improvements	24	3	14	0	0	0	0	1	0	2	4	0
79	Rte 125/YY	Intersection Improvements	23	2	14	0	0	0	0	1	0	2	4	0
80	Rte EE	Safety improvements I-44 to Airport Blvd	23	2	4	0	0	0	0	1	0	0	14	2
81	Le Compte Rd/Rte YY	Intersection improvements	22	2	14	0	0	5	0	1	0	0	No data	0
82	Rte MM/I-44	Interchange Improvements	22	2	4	0	0	5	0	1	0	0	10	0
83	Rte B	Capacity improvements from 266 to I-44	21	2	4	0	0	0	0	1	0	0	14	0
84	Rte FF/ Weaver	Intersection Improvements	21	3	12	0	0	5	0	1	0	0	No data	0
85	Rte ZZ/FR 178	Signal/Roundabout- Cost Share with Republic	21	2	12	0	0	5	0	2	0	0	No data	0
86	Rte 125/OO South	Intersection Improvements	20	3	10	0	0	0	0	1	0	2	4	0
87	Rte MM/Sawyer	Intersection Improvements	20	2	10	0	0	5	0	1	0	2	No data	0
88	Rte ZZ/FR 174	Signal/Roundabout	20	2	12	0	0	5	0	1	0	0	No data	0
89	US 160/FR 123	Intersection Improvements	20	3	12	0	0	0	0	1	0	0	4	0
90	Rte M/FR 168	Safety/Capacity Improvements	19	2	14	0	0	0	0	1	0	2	No data	0
91	Rte 125	Safety Improvements FR 84 to OTO North Boundary	19	2	12	0	0	0	0	1	0	0	4	0
92	US 65/Rte AA	Intersection Improvements	19	3	12	0	0	0	0	1	1	2	0	0
93	Rte MM/MO 360	Bridge Widening at MO 360 interchange	17	3	6	0	0	5	0	1	0	2	No Data	0
94	Main/FR 168	Four way stop/Flashing light	16	2	12	0	0	0	0	1	0	1	No data	0
95	Rte MM	Capacity and Safety Improvements 1-44 to 360	16	3	6	0	0	5	0	1	0	1	No data	0
96	Rte MM	Capacity and Safety Improvements 360 to FR 160	16	2	6	0	0	5	0	1	0	2	No data	0
97	Rte OO	Center turn lane from Rte 125 N to Rte 125 S	16	3	6	0	0	0	0	1	0	2	4	0
98	Rte M/FR 101	Operational improvements	15	2	12	0	0	0	0	1	0	0	No data	0
99	Rte AA/Owen Rd	Intersection Safety Improvements	15	2	12	0	0	0	0	1	0	0	No data	0
100	US 160	Widening from Jackson to Hwy 123	15	2	8	0	0	0	0	1	0	0	4	0
101	Rte M	Capacity Improvements ZZ to FF	15	2	12	0	0	0	0	1	0	0	No Data	0
102	Rte NN/Melton	Intersection improvements	15	2	12	0	0	0	0	1	0	0	No data	0
103	Rte 125/FR 132	Intersection Improvements	14	2	4	0	0	5	0	1	0	2	0	0
104	Rte 14	Capacity and Safety Imprpvements W to JJ	14	3	6	0	0	0	0	1	0	0	4	0
105	Rte EE	Safety & Capacity improvements West Bypass to I-44	14	2	6	0	0	5	0	1	0	0	0	0
106	Rte ZZ/Repmo Dr	Signal/Roundabout	14	2	6	0	0	5	0	1	0	0	No data	0

[illegible]

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.B.

Unfunded Needs List

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

AGENDA DESCRIPTION:

MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Projects should not be removed from the list until the project is programmed in the STIP. It should be noted that the cost estimates provided are educated estimates and, in some cases, once a final project is determined, the estimate will be revised.

The list includes the OTO priority list through the Top 12. Projects were added to the list that communities were planning to cost share. Projects were also added for some regional distribution.

The Southwest Unfunded Needs List is attached for member review and recommendation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the presented list of unfunded needs to the Board of Directors for consideration by MoDOT.”

OR

“Move to recommend the list of unfunded needs as revised to the Board of Directors for consideration by MoDOT.”

DRAFT

Southwest Urban Unfunded Needs			Rte. MM Funded	Scoping?	Scoping Number	STIP?	Tier 1	Tier 2	Tier 3	Comments	Revised Description
Priority	Route	Description	Cost (\$1000s)				\$ 26,500	\$ 105,900	\$ 105,970		
							\$ 27,550	\$ 106,737	\$ 108,167		
3	US 60	Capacity and Safety Improvements- JRF to Main St	\$ -	Y	8S3159		\$ 10,000			Candidate to accelerate to Tier 1 if Republic CS is funded	Capacity and safety improvements from Route P (Main Street) to Route 60 (James River Freeway) in Republic
8	CC	Widening US 65 to Fremont including intersection at 22nd	\$ 5,500	Y	8S0736D	Part	\$ 5,500				Capacity improvements from Fremont Road to Route 65 in Ozark
2	13 (Kansas)	Capacity, Safety and Operational Improvements JRF to Evergreen	\$ 20,617	Y	8S3195		\$ 5,000	\$ 5,000	\$ 10,617		Capital improvements from Bennett Street to Route 60 (James River Freeway)
AMP	Various	Signal Replacement Program	\$ 7,000	N		Y	\$ 4,000	\$ -	\$ -	21 signals > 50 yo; 2 wood pole signals	Signal Replacement Program. \$3 million programmed.
New	CC	Eastbound Dual Left turn lanes to Route 65, extend ramp	NEED	Y	8P3235		\$ 2,300				
2	Glenstone	Safety and Operational Improvements 44 to Kearney	\$ -	N	Use Generic	Part	\$ 750			More improvements can be done beyond the currently programmed project. Add \$ for sidewalks from	Safety and Operational improvements on Glenstone Avenue from I-44 to Rte. 744 (Kearney St.) in Springfield
6	I-44	Capacity Improvements from Rte. 13 (Kansas Expwy.) to Rte. H (Glenstone Ave.)	\$ 27,602	Y	8I3044			\$ 27,602			Capacity improvements from Rte. 13 (Kansas Expwy.) to Rte. H (Glenstone Ave.) in Springfield
3	US 60	Convert to Freeway from US 65 to FR 223	\$ 15,683	Y	8P0683G			\$ 15,683			Freeway improvements from Rte. 65 to Farm Road 223
56	65	Operational Improvements CC to 14	\$ 13,477	Y	8P0605J			\$ 13,477		six-laning	
21	65	Capacity and Operational Improvements 14 to F	\$ 10,200	Y	8P0605I			\$ 10,200		Bridge life expectancy - need to replace in 2026	
86	14	Capacity, safety and operational improvements from 14th Ave. to Rte. W	\$ -	Y	8P0583			\$ 8,791		14th to Rte. W - Tier 2; Rte. W to Rte. JJ Tier 3	
New	125	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	\$ 7,809	N				\$ 7,809			
CS	14	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark.	\$ 3,500	Y	TBD			\$ 3,500		Potential Cost Share. See Jeremy Parson email for estimate	
New	AB/266 /B	Safety Improvements from Rte 160 to 266 in Willard; 266 to I-44 n/o Republic	\$ 3,000	Y	TBD			\$ 3,000			
74	ZZ	Intersection Improvements at Hines	\$ 2,500					\$ 2,500		Promote to tier 3 when available -- potential Cost Share	
76	OO	Intersection Improvements at Washington	\$ 2,500					\$ 2,500		Promote to tier 3 when available -- potential Cost Share	
New	744	Kearney Safety Improvements	\$ 2,100	Y	8S3145			\$ 2,100			
61	CC	Intersection Improvements at Main Street in Nixa	\$ 2,000	Y	8S0736F			\$ 2,000			
5	60/ZZ	Design and Environmental to extend Route ZZ to new Route 60/MM intersection	\$ 1,500	Y				\$ 1,500		Need to define ROW for development	
1	ITS	Extend ITS from Springfield to Rogersville	\$ 1,075	Y	TBD			\$ 1,075			ITS improvements from Springfield to Rogersville
	I-44	Interchange improvements at Route 13/Kansas Expressway	\$ 29,800	Y					\$ 29,800		Intersection improvements at Route W/Salers Lane in Ozark
5	60/ZZ	Extend Route ZZ to new Route 60/MM intersection	\$ 26,035	Y	8S0826C				\$ 26,035		Extend Route ZZ to Route 60, construct railroad overpass in Republic
11	65	Interchange Improvements at Kearney	\$ 15,364	Y	8P3220				\$ 15,364	Bridge life expectancy around 2030	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield
6	I-44	Capacity Improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expwy.)	\$ 12,351	Y	8I3044				\$ 12,351		Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expwy.) in Springfield
13	CC	Extension from Main to 160, Main Intersection	\$ 6,000	Y	8S0736G				\$ 6,000		Extend Route CC from Route 160 to Main Street in Nixa
New	FF	Route FF Corridor improvements through Battlefield	\$ 6,000						\$ 6,000		
40	I-44/125	Ramp improvements	\$ 2,000	N					\$ 2,000		

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.C.

Unfunded Multimodal Needs

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

A multimodal unfunded needs list has been developed and shared with MoDOT. This list has been incorporated into a statewide list identifying \$1 billion in unfunded multimodal needs. The Bicycle and Pedestrian Advisory Committee and the STIP Priorities Subcommittee participated in the creation of the OTO's list. This list is now being considered for final adoption by the Technical Planning Committee and Board of Directors.

The OTO was asked to identify \$52.98 million in unfunded multimodal needs. MoDOT did not stipulate what modes needed to be included or how the funds should be allocated. The OTO chose to include the following modes:

- Aviation
- Transit
- Railroad
- Regional Trails
- Local Sidewalks and Trails

Each mode was allocated a relatively equal amount of funding, as shown in the figure to the right.

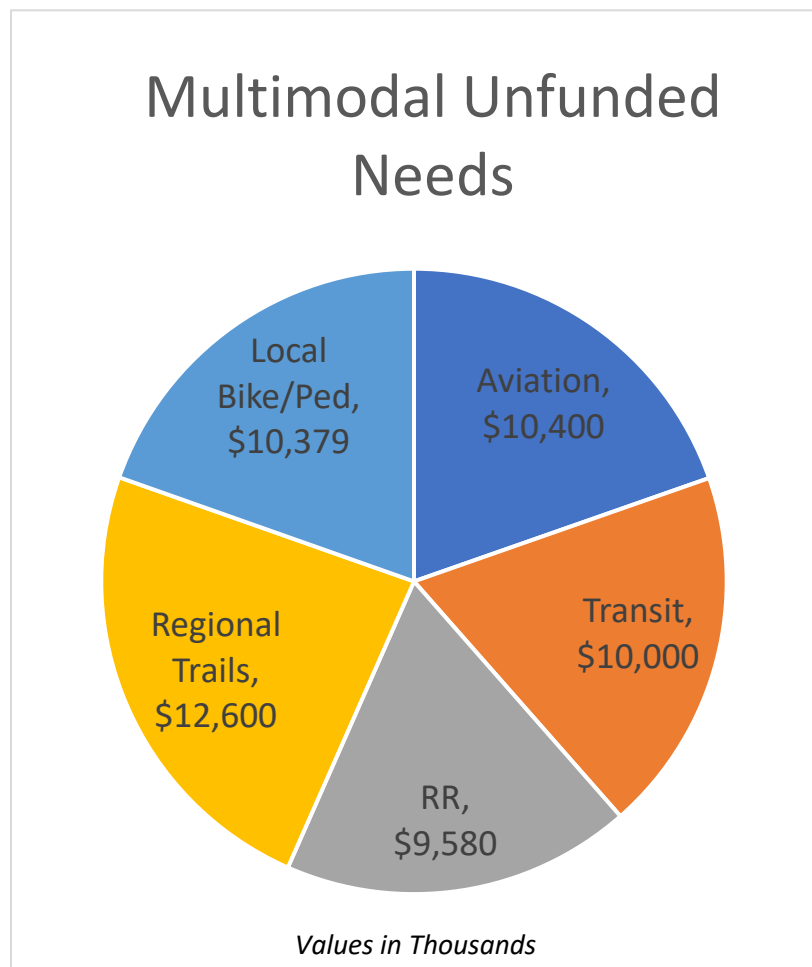
Needs Identification

Staff solicited needs from our aviation and transit partners and sought input from members regarding rail needs. Regional Trail needs were identified in consultation with the Bicycle and Pedestrian Advisory Committee.

Local sidewalk and trail funds were allocated to member jurisdictions. Communities, in consultation with OTO staff, selected projects that fit within the established financial constraints.

Regional Trails

Five regional trail corridors were included on the OTO's needs list. Funding was allocated to each corridor based on possible project termini or known project costs. For example, the \$1.5 million allocated to the Rt 66 corridor could construct a segment from LeCompte to Mustard Way in Springfield



or from S Hwy 125 to Harter House in Strafford. The funds allocated to the Ward Branch corridor could help fund improvements to the Campbell Ave underpass or help fill the gap along Weaver Rd and existing trail termini at Plainview Rd.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The Bicycle and Pedestrian Advisory Committee provided input during its July meeting regarding trail and sidewalk needs. The committee wanted to see an even distribution of regional trail and local sidewalk needs included in the final listing. The committee also wanted to see sidewalk projects from across the region. In September, the committee provided input on the regional trails included in the list. Staff modified the trails list based on committee comments.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled August meeting, the Technical Planning Committee reviewed and approved the MoDOT Multimodal Needs Framework. This framework was used to develop this needs list.

STIP PRIORITIZATION SUBCOMMITTEE ACTION TAKEN:

The STIP Prioritization Subcommittee met on September 8 and reviewed the project listing. They voted to approve the OTO's multimodal unfunded needs list for inclusion in the MoDOT statewide report.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to recommend the Multimodal Unfunded Needs List to the OTO Board of Directors."

OR

"Move to ask staff to revisit the needs list to make these changes..."

Project/Corridor	Description / Termini	Location	MoDOT Corridor	Cost	Aviation	Transit	RR	Regional Trails	Local Bike/Ped
West Meadows Realignment	Realign Track in West Meadows to Facilitate Regional Trails	Springfield		\$ 5,800			\$ 3,200	\$ 2,600	
Chadwick Flyer Trail	Trail (up to 5 miles) and/or bridge infrastructure along the Chadwick Flyer Corridor	Springfield, Ozark	Y	\$ 5,000				\$ 5,000	
Rt 66 Trail	Up to 1.5 miles of trail along the Rt. 66 Corridor	Springfield, Strafford, Greene County	Y	\$ 1,500				\$ 1,500	
Pea Ridge	Trail from Doling Park to Norton Rd, including I-44 underpass	Springfield	Y	\$ 1,000				\$ 1,000	
Ward Branch	Trail (up to 1.25 miles) and underpass infrastructure along Ward Branch Corridor	Springfield	Y	\$ 1,000				\$ 1,000	
I-44/Fort Scott	Up to 1.5 miles of trail along the I-44 and Fort Scott Corridors	Springfield		\$ 1,500				\$ 1,500	
E Division	Bridge over BNSF Mainline west of US 65	Springfield		\$ 6,380			\$ 6,380		
Airline Terminal Apron Expansion	Airline Terminal Apron Expansion	Springfield/Branson Airport		\$ 5,600	\$ 5,600				
Construct T-hanger Taxiway	Construct T-hanger Taxiway	Springfield/Branson Airport		\$ 1,200	\$ 1,200				
Rehabilitate Runway 14-32	Rehabilitate Runway 14-32	Springfield/Branson Airport		\$ 800	\$ 800				
Reconstruct Air Cargo Apron	Reconstruct Air Cargo Apron	Springfield/Branson Airport		\$ 2,800	\$ 2,800				
OAT Vehicle Replacement	Replace 26 vehicles for OATS Transit	Areawide		\$ 2,000		\$ 2,000			
National Transit Service	10min Service along National	Springfield		\$ 8,000		\$ 8,000			
E Hines St.	Sidewalk from N Oakwood to N Franklin	Republic		\$ 231					\$ 231
MO 174	Sidewalk from N Main to N Kansas	Republic	Y	\$ 508					\$ 508
Elm St	Sidewalk from Cedarwood to Matteson	Republic		\$ 53					\$ 53
N Oakwood Ave	Sidewalk from E Kentwood to E Elm	Republic		\$ 18					\$ 18
N Oakwood Ave	Sidewalk from E Kentwood E Lee	Republic		\$ 49					\$ 49
N Main	Sidewalk from W Wade to E Lapis	Republic		\$ 54					\$ 54
E Miller	Sidewalk from S Lynn to S Basswood	Republic		\$ 153					\$ 153
W Anderson	Sidewalk from MO 174 to N College	Republic		\$ 41					\$ 41
West Ave	Sidewalk from MO 174 to W Broad	Republic		\$ 136					\$ 136
S Illinois	Sidewalk from Republic Police Department to W County Line Rd	Republic		\$ 222					\$ 222
Sunshine Street	Sidewalk from 1550 E Sunshine to 1746 E Sunshine (south side)	Springfield		\$ 380					\$ 380
Sunshine Street	Sidewalk from Mercy D/W to Fremont (south side)	Springfield		\$ 338					\$ 338
Mt. Vernon	Sidewalk to Serve Willard School from Disconnected Neighborhoods S Dove Valley to Casa Grande	Springfield		\$ 350					\$ 350
Rt D/Sunshine	Sidewalk from Oak Grove to 2911 E Sunshine (north side)	Springfield	Y	\$ 861					\$ 861
Sunshine Street	Sidewalk from Campbell to Robberson (south side)	Springfield		\$ 304					\$ 304
Bus 65/Chestnut Expwy	Sidewalk from Ingram Mill to Eastgate (north side)	Springfield	Y	\$ 600					\$ 600
MO 14/3rd St	Improved Pedestrian Crossing at MO-14 and Church	Ozark	Y	\$ 218					\$ 218
Rt NN/9th and Jackson	Sidewalk along Rt NN and Jackson connecting Finley Farms/Farmers Market to Jackson and Downtown Ozark	Ozark	Y	\$ 38					\$ 38
MO 14/3rd St	Sidewalk from Church to 107 S 3rd St along west side of MO 14/3rd	Ozark	Y	\$ 31					\$ 31
W McCracken	Sidewalk connecting Rt NN/Finely Farms to Finley River Park	Ozark		\$ 209					\$ 209
4th St	Trail head and trail connection along 4th/Tiger Paw to Garrison Spring Trail	Ozark		\$ 282					\$ 282
Riverside RD	Sidewalk Connecting Library(1005 N 4th) to Existing 3rd St Sidewalk	Ozark		\$ 120					\$ 120
19th and Marler	Addition of full pedestrian signals and crossings	Ozark		\$ 145					\$ 145
N 17th	Sidewalk Connecting existing neighborhood south of Rt J to intersection of Rt. J and N 17th	Ozark		\$ 133					\$ 133
N Fremont Rd	Sidewalk from Westwind Dr to Rt. CC	Ozark		\$ 192					\$ 192

Project/Corridor	Description / Termini	Location	MoDOT Corridor	Cost	Aviation	Transit	RR	Regional Trails	Local Bike/Ped
Miller Road	Sidewalk from Kime St to Mill St	Willard		\$ 23					\$ 23
St. Rt. O	Sidewalk from Mill St to Miller Rd	Willard	Y	\$ 114					\$ 114
St. Rt. Z	Sidewalk from 233 N Rt Z to Eagle	Willard	Y	\$ 94					\$ 94
Miller Road	Sidewalk from New Melville to Hughes Rd	Willard		\$ 295					\$ 295
Farmer Road	Sidewalk from 508 Rt AB to Southview	Willard		\$ 54					\$ 54
New Melville	Sidewalk from Rt AB to Watson	Willard		\$ 15					\$ 15
Hughs	Sidewalk from Hunt Rd to 795 Hughes Rd	Willard		\$ 120					\$ 120
Ridgeview	Sidewalk from Rt. AB to 808 Pershing St	Willard		\$ 70					\$ 70
Grand Prairie	Sidewalk from Jackson St to Willey	Willard		\$ 90					\$ 90
NE Chadwick Flyer Connector	Trail from Walleye to Copperleaf	Nixa		\$ 217					\$ 217
Norton Rd	Sidewalk from Penbrook to Rosedale	Nixa		\$ 533					\$ 533
Mercy Property	One mile of new trail	Nixa		\$ 136					\$ 136
Tracker	Sidewalk from Copperleaf to Villages of Wicklow	Nixa		\$ 119					\$ 119
Main St	Sidewalk from North St to Aldersgate	Nixa		\$ 207					\$ 207
North St.	Sidewalk from Main St to Maplewood Hhills	Nixa		\$ 251					\$ 251
Old Wire Rd	Sidewalk from Rt FF to S Hutchinson Ct	Battlefield		\$ 865					\$ 865
Farm Rd 152	Sidewalk from Farm Rd 131 to Farm Rd 135	Greene County		\$ 94					\$ 94
Farm Rd 131	Sidewalk from Farm Rd 152 to Farm Rd 156	Greene County		\$ 94					\$ 94
Farm Rd 159	Sidewalk from Smith St to Farm Rd 100	Greene County		\$ 158					\$ 158
Farm Rd 164	Sidewalk from Farm Rd 135 to South Creek Greenway	Greene County		\$ 150					\$ 150
Valley Water Mill Rd	Sidewalk from Monarch Ave to Rt H	Greene County		\$ 98					\$ 98
Rt H	Sidewalk from Valley Water Mill Rd to Stoneridge St (Farm Rd 100)	Greene County	Y	\$ 41					\$ 41
Black Oak	Sidewalk from Oakcliff to Pinecrest	Strafford		\$ 75					\$ 75
Pinecrest	Sidewalk from Black Oak to Route 66	Strafford		\$ 40					\$ 40
Mapletree	Sidewalk from Black Oak to Route 66	Strafford		\$ 40					\$ 40
MO 125	Sidewalk from Kennedy to Loves Truck Stop	Strafford	Y	\$ 150					\$ 150
Evergreen	Sidewalk from Bluegrass to TA Truck Stop	Strafford	Y	\$ 185					\$ 185
Cherry	Sidewalk from N Old Orchard to Cermillion	Strafford		\$ 75					\$ 75
N Lincoln	Sidewalk from Cherry to Croxdale	Strafford		\$ 45					\$ 45
Washington	Sidewalk from Cherry to Stan Harriman	Strafford		\$ 100					\$ 100
Croxdale	Sidewalk from Washington to Dogwood	Strafford		\$ 45					\$ 45
Dogwood	Sidewalk from Cherry to Kennedy	Strafford		\$ 75					\$ 75
Bumgarner	Sidewalk from Wrenwood to Daisy	Strafford		\$ 45					\$ 45
				\$ 52,959	\$ 10,400	\$ 10,000	\$ 9,580	\$ 12,600	\$ 10,379

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.D.

Administrative Modification 1 to the FY 2022-2025 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are 3 items included as part of Administrative Modification 1 to the FY 2022-2025 Transportation Improvement Program.

1. Chadwick Flyer Phase III (EN2203-22AM1)

Changing project sponsor from Ozark Greenways to Ozarks Transportation Organization and changing TAP funding to STBG-U funding, with no changes in the programmed amount.

Basis for Administrative Modification

- *Changing a project's lead agency when agreed upon by the two agencies affected.*
- *Minor changes to funding sources between federal funding categories or between state and local sources.*

2. Chadwick Flyer Phase II (EN2204-22AM1)

Changing TAP funding to STBG-U funding, with no changes in the programmed amount.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*

3. Wilson's Creek Boulevard Trail (EN2205-22AM1)

Changing project sponsor from Ozarks Transportation Organization to MoDOT.

Basis for Administrative Modification

- *Changing a project's lead agency when agreed upon by the two agencies affected.*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

7 October 2021

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 a revised Administrative Modification Number One to the OTO FY 2022-2025 Transportation Improvement Program (TIP) on October 7, 2021, to replace Administrative Modification One shared on September 28, 2021. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure





Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by OTO Section

TIP # EN2203-22AM1 **CHADWICK FLYER PHASE III**

Route Chadwick Flyer

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor Ozarks Transportation Organization

Federal Funding Category TAP

MoDOT Funding Category None

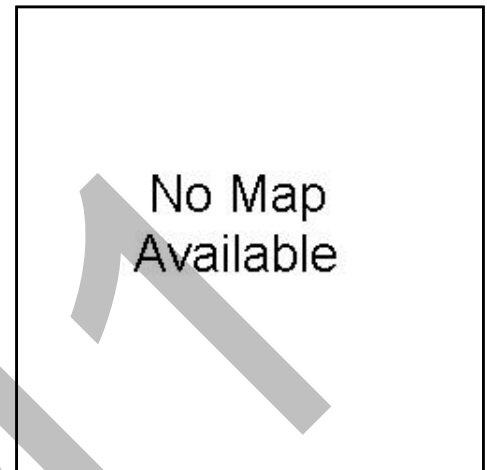
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Construction of Chadwick Flyer Phase III near Lake Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$96,000	\$0	\$0	\$0	\$96,000
LOCAL	Local	ENG	\$24,000	\$0	\$0	\$0	\$24,000
FHWA (CRRSSA)	Federal	CON	\$863,750	\$0	\$0	\$0	\$863,750
FHWA (STBG-U)	Federal	CON	\$173,000	\$0	\$0	\$0	\$173,000
LOCAL	Local	CON	\$43,250	\$0	\$0	\$0	\$43,250
Totals			\$1,200,000	\$0	\$0	\$0	\$1,200,000

Notes

Non-Federal Funding Source: Ozark Greenways

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,200,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by Local Public Agencies

TIP # EN2203-22 **CHADWICK FLYER PHASE III**

Route Chadwick Flyer

From

To

Location

Federal Agency

Project Sponsor Ozark Greenways

Federal Funding Category TAP

MoDOT Funding Category None

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

STIP #

Federal ID #

Project Description

Construction of Chadwick Flyer Phase III near Lake Springfield.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (TAP)	Federal	ENG	\$96,000	\$0	\$0	\$0	\$96,000
LOCAL	Local	ENG	\$24,000	\$0	\$0	\$0	\$24,000
FHWA (CRRSSA)	Federal	CON	\$863,750	\$0	\$0	\$0	\$863,750
FHWA (TAP)	Federal	CON	\$173,000	\$0	\$0	\$0	\$173,000
LOCAL	Local	CON	\$43,250	\$0	\$0	\$0	\$43,250
Totals			\$1,200,000	\$0	\$0	\$0	\$1,200,000

Notes

Non-Federal Funding Source: Ozark Greenways

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,200,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by Local Public Agencies

TIP # EN2204-22AM1 **CHADWICK FLYER PHASE II**

Route Chadwick Flyer

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

Federal Funding Category TAP

MoDOT Funding Category None

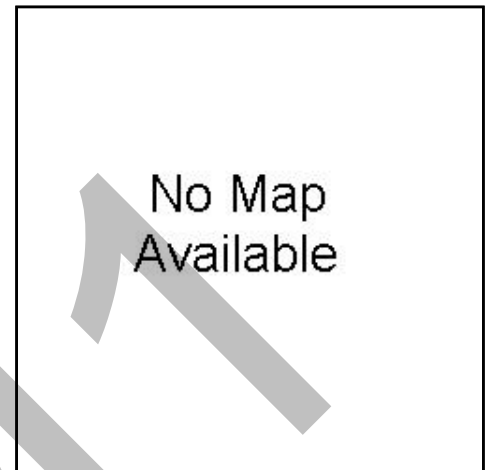
Bike/Ped Plan? Yes **EJ?**

STIP #

Federal ID #

Project Description

Construction of Chadwick Flyer west of US 65 in Ozark.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$64,000	\$0	\$0	\$0	\$64,000
LOCAL	Local	ENG	\$16,000	\$0	\$0	\$0	\$16,000
FHWA (CRRSSA)	Federal	CON	\$573,750	\$0	\$0	\$0	\$573,750
FHWA (STBG-U)	Federal	CON	\$117,000	\$0	\$0	\$0	\$117,000
LOCAL	Local	CON	\$29,250	\$0	\$0	\$0	\$29,250
Totals			\$800,000	\$0	\$0	\$0	\$800,000

Notes

Non-Federal Funding Source: City of Ozark

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$800,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by Local Public Agencies

TIP # EN2204-22 **CHADWICK FLYER PHASE II**

Route Chadwick Flyer

From

To

Location

Federal Agency

Project Sponsor City of Ozark

Federal Funding Category TAP

MoDOT Funding Category None

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

STIP #

Federal ID #

Project Description

Construction of Chadwick Flyer west of US 65 in Ozark.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (TAP)	Federal	ENG	\$64,000	\$0	\$0	\$0	\$64,000
LOCAL	Local	ENG	\$16,000	\$0	\$0	\$0	\$16,000
FHWA (CRRSSA)	Federal	CON	\$573,750	\$0	\$0	\$0	\$573,750
FHWA (TAP)	Federal	CON	\$117,000	\$0	\$0	\$0	\$117,000
LOCAL	Local	CON	\$29,250	\$0	\$0	\$0	\$29,250
Totals			\$800,000	\$0	\$0	\$0	\$800,000

Notes

Non-Federal Funding Source: City of Ozark

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$800,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # EN2205-22AM1 **WILSON'S CREEK BOULEVARD TRAIL**

Route Wilson's Creek Boulevard Trail

From

To

Location Greene County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG-U

MoDOT Funding Category None

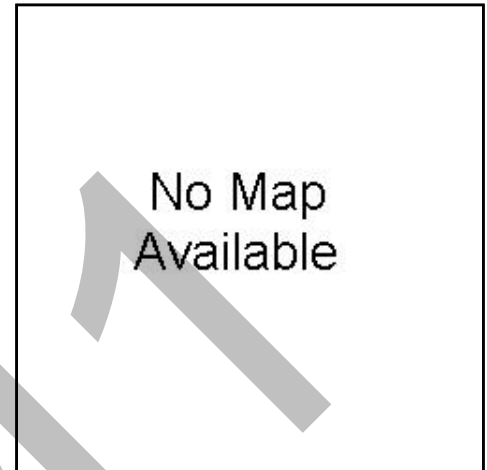
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Construction of Wilson's Creek Boulevard Trail from Wilson's Creek National Battlefield to Route M along Route ZZ.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$138,198	\$0	\$0	\$0	\$138,198
LOCAL	Local	ENG	\$34,550	\$0	\$0	\$0	\$34,550
FHWA (CRRSSA)	Federal	CON	\$1,246,730	\$0	\$0	\$0	\$1,246,730
FHWA (STBG-U)	Federal	CON	\$246,402	\$0	\$0	\$0	\$246,402
LOCAL	Local	CON	\$61,600	\$0	\$0	\$0	\$61,600
Totals			\$1,727,480	\$0	\$0	\$0	\$1,727,480

Notes

Non-Federal Funding Source: Ozark Greenways

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,727,480



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by OTO Section

TIP # EN2205-22 **WILSON'S CREEK BOULEVARD TRAIL**

Route Wilson's Creek Boulevard Trail

From

To

Location

Federal Agency

Project Sponsor Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category None

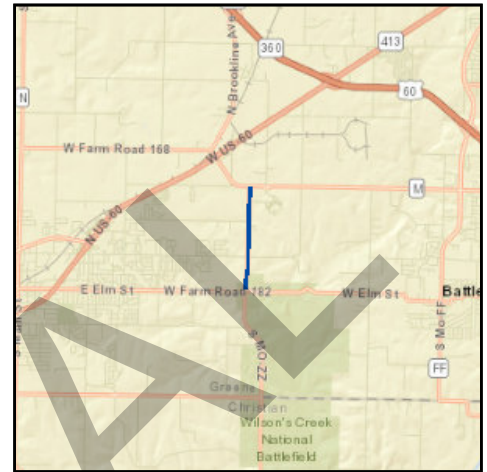
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Construction of Wilson's Creek Boulevard Trail from Wilson's Creek National Battlefield to Route M along Route ZZ.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	ENG	\$138,198	\$0	\$0	\$0	\$138,198
LOCAL	Local	ENG	\$34,550	\$0	\$0	\$0	\$34,550
FHWA (CRRSSA)	Federal	CON	\$1,246,730	\$0	\$0	\$0	\$1,246,730
FHWA (STBG-U)	Federal	CON	\$246,402	\$0	\$0	\$0	\$246,402
LOCAL	Local	CON	\$61,600	\$0	\$0	\$0	\$61,600
Totals			\$1,727,480	\$0	\$0	\$0	\$1,727,480

Notes

Non-Federal Funding Source: Ozark Greenways

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,727,480

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$0	\$460,000
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,400	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$446,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,400	\$0	\$1,074,400	\$1,343,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-20AM6	\$727,979	\$0	\$0	\$0	\$0	\$59,392	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,799	\$0	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,049
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,200	\$0	\$0	\$357,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$806,000
GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2105-20A5	\$490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$610,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
MO2008-20	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$94,800	\$116,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$0	\$3,536,748
NX1704	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2101-20AM7	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188
NX2202-																			

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FRA (CRISI)	Local		Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)		LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,348	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$573,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,028,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$0	\$0	\$1,680,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$0	\$0	\$0	\$6,844,000
SP2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954,600	\$0	\$0	\$9,773,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$3,200
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$300,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$24,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$200,000	\$0	\$0	\$0	\$96,000	\$120,000
SUBTOTAL	\$37,313,306	\$4,430,000	\$135,000	\$1,240,000	\$32,000	\$303,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$25,854,360	\$200,000	\$0	\$12,624,796	\$683,500	\$5,547,000	\$142,228,043

2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$869,400	\$0	\$0	\$4,347,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354,600	\$0	\$1,418,400	\$1,773,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368,800	\$0	\$1,475,200	\$1,844,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,428,000	\$0	\$0	\$0	\$0	\$0	\$0	\$357,000	\$0	\$0	\$0	\$1,785,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,585,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$646,400	\$0	\$0	\$3,232,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$1,186,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$49,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$55,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000	
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$277,400	\$0	\$1,109,600	\$1,387,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000	
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$417,200	\$521,600	
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000	
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1406	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
MO2203-22	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,600	\$0	\$326,400	\$408,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184,800	\$0	\$739,200	\$924,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$164,800	\$206,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113,000	\$0	\$452,000	\$565,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$154,200	\$0	\$616,800	\$1,201,000
MO2302-22	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NK1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal				FHWA (CRSSA)	FRA (CRISI)	Local		Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)			LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$15,000	\$18,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-20A9	\$0	\$15,918,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,768,700	\$0	\$0	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$20,000	\$0	\$0	\$350,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$490,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1816-20A6																			

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$78,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$118,775	\$160,000	\$0	\$7,710,700	\$0	\$9,662,400	\$47,770,676
2025																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MC1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MC1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,936,400	\$2,421,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,614	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,677,070
GRAND TOTAL	\$42,001,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$382,392	\$60,625,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$32,152,356	\$560,000	\$970,000	\$37,953,612	\$683,500	\$56,992,400	\$296,489,755

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$37,313,306	\$4,430,000	\$135,000	\$1,240,000	\$303,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,286,997	\$26,054,360	\$18,855,286	\$0	\$5,276,891	\$147,473,534
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,518,033	\$4,902,407	\$30,206,726	\$970,000	\$5,356,044	\$78,953,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$30,031,001	\$278,775	\$17,393,100	\$0	\$5,436,385	\$53,139,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$42,001,291	\$22,907,900	\$6,246,000	\$1,240,000	\$382,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$167,013,887	\$32,712,356	\$95,629,512	\$970,000	\$21,587,251	\$317,913,006

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)		\$26,054,360	\$5,872,407	\$278,775	\$1,476,814	\$33,682,356
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
TOTAL AVAILABLE FUNDING	\$58,933,279	\$92,406,448	\$87,044,132	\$60,651,255	\$44,292,241	\$343,327,355
Prior Year Funding		\$58,933,279	\$3,866,193	\$11,957,115	\$19,469,108	-
Programmed State and Federal Funding		(\$147,473,534)	(\$78,953,210)	(\$53,139,261)	(\$38,347,001)	(\$317,913,006)
TOTAL REMAINING	\$58,933,279	\$3,866,193	\$11,957,115	\$19,469,108	\$25,414,349	\$25,414,349

See Table G.9 for details on Local Share Financial Capacity.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.E.

Amendment Number Two to the FY 2022-2025 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are two items included as part of Amendment Number Two to the FY 2022-2025 Transportation Improvement Program.

1. *Revised* Chadwick Flyer Highway Crossing Study (OK2206-22A2)
Changing the scope to include siting a new interchange with US 65 and increasing the programmed amount to accommodate that change to \$69,000.
2. *Revised* OTO Operations and Planning (OT1901-22A2)
Increasing the programmed amount to match changes made in the OTO UPWP and Operating budget.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 2 to the FY 2022-2025 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 2 to the FY 2022-2025 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK2206-22A2 **CHADWICK FLYER HIGHWAY CROSSING STUDY**

Route Chadwick Flyer across US 65

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category None

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

STIP #

Federal ID #

Project Description

US 65 Interchange and Chadwick Flyer pedestrian crossing location study in the City of Ozark.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$55,200	\$0	\$0	\$0	\$55,200
LOCAL	Local	PLAN	\$13,800	\$0	\$0	\$0	\$13,800
Totals			\$69,000	\$0	\$0	\$0	\$69,000

Notes

Non-Federal Funding Source: City of Ozark; STBG-U Funding Source: \$32k from OTO, \$23.2k from City of Ozark

FYI: Listed as Task 7.2 in FY 2022 UPWP

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$69,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by OTO Section

TIP # OK2206-22 **CHADWICK FLYER HIGHWAY CROSSING STUDY**

Route Chadwick Flyer across US 65

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category None

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

STIP #

Federal ID #

Project Description

Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US65.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$28,000	\$0	\$0	\$0	\$28,000
LOCAL	Local	PLAN	\$7,000	\$0	\$0	\$0	\$7,000
Totals			\$35,000	\$0	\$0	\$0	\$35,000

Notes

Non-Federal Funding Source: City of Ozark

FYI: Listed as Task 7.2 in FY 2022 UPWP

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$35,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OT1901-22A2 **OTO OPERATIONS AND PLANNING**

Route

From

To

Location

Area Wide

Federal Agency

FHWA

Project Sponsor

Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? Yes

EJ?

Yes

STIP #

Federal ID #

Project Description

Operations and Planning Activities as described each year in the annual Unified Planning Work Program.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$92,800	\$231,525	\$243,101	\$255,256	\$822,682
LOCAL	Local	PLAN	\$23,200	\$57,881	\$60,775	\$63,814	\$205,670
Totals			\$116,000	\$289,406	\$303,876	\$319,070	\$1,028,352

Notes

Non-Federal Funding Source: OTO dues as collected from member jurisdictions.

FYI: See BA2201, OK2206, and SP2216 for FY 2022 studies programmed with STBG-U

Prior Cost	\$788,125
Future Cost	\$335,023
Total Cost	\$2,151,500



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by OTO Section

TIP # OT1901-19A5 OTO OPERATIONS AND PLANNING

Route

From

To

Location

Area Wide

Federal Agency

FHWA

Project Sponsor

Ozarks Transportation Organization

Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? Yes

EJ?

Yes

STIP #

Federal ID #

Project Description

Operations and Planning Activities as described each year in the annual Unified Planning Work Program.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$16,000	\$231,525	\$243,101	\$255,256	\$745,882
LOCAL	Local	PLAN	\$4,000	\$57,881	\$60,775	\$63,814	\$186,470
Totals			\$20,000	\$289,406	\$303,876	\$319,070	\$932,352

Notes

Non-Federal Funding Source: OTO dues as collected from member jurisdictions.

FYI: See BA2201, OK2206, and SP2216 for FY 2022 studies programmed with STBG-U

Prior Cost	\$788,125
Future Cost	\$335,023
Total Cost	\$2,055,500

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$0	\$460,000
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,400	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$0	\$0	\$0	\$446,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-20AM6	\$727,979	\$0	\$0	\$0	\$0	\$59,392	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,321	\$0	\$0	\$0	\$0	\$0	\$346,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,750	\$0	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$96,200	\$0	\$0	\$0	\$0	\$0	\$331,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$806,000
GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
MO2008-20	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$94,800	\$116,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$0	\$3,536,748
NX1704	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2101-20AM7	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188
NX2202-																			

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal				LOCAL	Local		OTHER	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)		FHWA (CRSSSA)	FRA (CRIS)		LOCAL-AC	MoDOT	MoDOT-GCOSA	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A5	\$108,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$26,943	\$0	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$573,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$0	\$162,438
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$0	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$0	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$67,500	\$0	\$1,628,300	\$0	\$0	\$8,479,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$												

[illegible]

Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal				FHWA (CRSSA)	FRA (CRISI)	Local		Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)			LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$15,000	\$18,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-20A9	\$0	\$15,918,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,768,700	\$0	\$0	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$0	\$20,000	\$0	\$0	\$350,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$490,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1816-20A6																			

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY													Local		Other	State			TOTAL
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$118,775	\$160,000	\$0	\$7,710,700	\$0	\$9,662,400	\$47,770,676
2025																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,936,400	\$2,421,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,614	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,677,070
GRAND TOTAL	\$42,105,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$382,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$32,178,356	\$560,000	\$970,000	\$37,953,612	\$683,500	\$56,992,400	\$296,619,755

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$37,417,306	\$4,430,000	\$135,000	\$1,240,000	\$303,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,390,997	\$26,080,360	\$18,855,286	\$0	\$5,276,891	\$147,603,534
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,518,033	\$4,902,407	\$30,206,726	\$970,000	\$5,356,044	\$78,953,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$30,031,001	\$278,775	\$17,393,100	\$0	\$5,436,385	\$53,139,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$42,105,291	\$22,907,900	\$6,246,000	\$1,240,000	\$382,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$167,117,887	\$32,738,356	\$95,629,512	\$970,000	\$21,587,251	\$318,043,006

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)		\$26,080,360	\$5,872,407	\$278,775	\$1,476,814	\$33,708,356
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
TOTAL AVAILABLE FUNDING	\$58,933,279	\$92,432,448	\$87,044,132	\$60,651,255	\$44,292,241	\$343,353,355
Prior Year Funding		\$58,933,279	\$3,762,193	\$11,853,115	\$19,365,108	-
Programmed State and Federal Funding		(\$147,603,534)	(\$78,953,210)	(\$53,139,261)	(\$38,347,001)	(\$318,043,006)
TOTAL REMAINING	\$58,933,279	\$3,762,193	\$11,853,115	\$19,365,108	\$25,310,349	\$25,310,349

See Table G.9 for details on Local Share Financial Capacity.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan.

STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000

*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	\$30,925,857	\$3,633,199	\$384,592	\$0
Anticipated Allocation FY2022	\$7,324,197	\$2,755,075	\$307,843	\$292,904
Anticipated Allocation FY2023	\$7,470,681	\$2,872,825	\$314,000	\$298,762
Anticipated Allocation FY2024	\$7,620,095	\$2,866,486	\$320,280	\$304,738
Anticipated Allocation FY2025	\$7,772,496	\$2,923,816	\$326,686	\$310,832
Total Anticipated Allocation	\$30,187,469	\$11,418,202	\$1,268,809	\$1,207,236
Programmed through FY2025	(\$45,171,913)	(\$14,988,753)	(\$1,126,474)	(\$781,756)
Estimated Carryover Balance Through FY 2025	\$15,941,413	\$62,648	\$526,927	\$425,480

* Includes STBG-U, TAP, Omnibus , and COVID funding

Table G.9 Local Share Financial Capacity	2022	2023	2024	2025
City of Battlefield				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$204,703.20	\$541,206.93	\$877,182.38	\$1,212,621.64
City of Nixa				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63	\$7,247,053.67
City of Ozark				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$375,050.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46	\$7,209,195.60
City of Republic				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,490,739.41	\$3,175,426.70	\$4,907,175.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$446,843.00)	(\$250,000.00)	(\$200,000.00)	\$0.00
Amount Available for Local Projects	\$1,490,739.41	\$3,175,426.70	\$4,907,175.42	\$6,835,941.50
City of Springfield				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$538,010.00)	\$0.00	(\$400,000.00)
Amount Available for Local Projects	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41	\$78,734,677.24

Table G.9 Local Share Financial Capacity cont.	2022	2023	2024	2025
City of Strafford				
Total Available Revenue	\$115,552.47	\$115,552.47	\$115,552.47	\$115,552.47
Carryover Balance from Prior Year	\$186,494.00	\$111,846.12	\$223,636.64	\$335,370.73
Estimated Operations and Maintenance Expenditures	(\$3,706.35)	(\$3,761.95)	(\$3,818.38)	(\$3,875.65)
Estimated TIP Project Expenditures	(\$186,494.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$111,846.12	\$223,636.64	\$335,370.73	\$447,047.55
City of Willard				
Total Available Revenue	\$510,614.88	\$510,614.88	\$510,614.88	\$510,614.88
Carryover Balance from Prior Year	--	\$450,679.48	\$900,459.93	\$1,349,327.86
Estimated Operations and Maintenance Expenditures	(\$59,935.40)	(\$60,834.43)	(\$61,746.95)	(\$62,673.15)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$450,679.48	\$900,459.93	\$1,349,327.86	\$1,797,269.59
Christian County				
Total Available Revenue	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50	\$6,787,588.50
Carryover Balance from Prior Year	--	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58
Estimated Operations and Maintenance Expenditures	(\$81,558.15)	(\$82,781.52)	(\$84,023.25)	(\$85,283.59)
Estimated TIP Project Expenditures	(\$92,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$6,614,030.35	\$13,318,837.33	\$20,022,402.58	\$26,724,707.49
Greene County				
Total Available Revenue	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00	\$24,836,236.00
Carryover Balance from Prior Year	--	\$15,344,968.08	\$35,481,603.12	\$59,594,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$8,806,932.00)	(\$4,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
Amount Available for Local Projects	\$15,344,968.08	\$35,481,603.12	\$59,594,819.15	\$82,702,459.88
City Utilities				
Total Available Revenue	\$6,946,500.00	\$7,146,500.00	\$7,146,500.00	\$9,646,500.00
Estimated Operations and Maintenance Expenditures	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)	(\$6,181,692.00)
Available for TIP Project Expenditures	\$764,808.00	\$964,808.00	\$964,808.00	\$3,464,808.00
Carryover from Prior Year	--	\$440,592.00	\$1,166,200.00	\$1,778,184.00
Estimated TIP Project Expenditures	(\$324,216.00)	(\$239,200.00)	(\$352,824.00)	(\$239,000.00)
Amount Available for Local Projects	\$440,592.00	\$1,166,200.00	\$1,778,184.00	\$5,003,992.00

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.F.

2022 Performance Targets

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

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year, only Safety performance targets will be reviewed.

Safety

Updated Safety Targets are required to be set by the end of February 2021.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2022
Number of Fatalities	920.6
Fatality Rate per 100 Million VMT	1.205
Number of Serious Injuries	4,564.1
Serious Injury Rate per 100 Million VMT	5.972
Number of Non-Motorized Fatalities and Serious Injuries	484.0

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors supports the statewide targets.”

OR

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

MoDOT Statewide Safety Targets

August 2021 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2018-2022:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2016-2020)	5-year Rolling Average Statewide Target CY2022
	2019 Final	2020 Preliminary	2021 Interim Target	2022 Target		
Number of Fatalities*	880	987	938	877	933.4	920.6
Fatality Rate per 100 Million VMT*	1.112	1.369	1.216	1.126	1.238	1.205
Number of Serious Injuries*	4,489	4,777	4,538	4,299	4,722.4	4,564.1
Serious Injury Rate per 100 Million VMT^	5.670	6.628	5.884	5.520	6.260	5.972
Number of Non-Motorized Fatalities and Serious Injuries^	515	541	514	485	484.0	~484.0

*Performance Measures were reported in the 2021 Highway Safety Plan.

^Performance Measures were reported in the 2021 Highway Safety Improvement Program Annual Report.

Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the methodology above was calculated to be 499.1. This is greater than the 484.0 for the baseline, therefore the baseline was used for the target.



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2021

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established annually for five safety performance measures using five-year rolling averages. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported annually in the Highway Safety Plan (HSP) for NHTSA. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2021	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 8, 2021	MoDOT calculates 2016-2020 data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2021	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 12, 2021	MoDOT and MPOs finalize assumptions to use for CY2022 targets during the monthly partner collaboration webinar.
By July 1, 2021	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2021	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2022	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

MODOT SAFETY TARGETS



BASELINE CY 22

933.4 920.6 • NUMBER OF FATALITIES

1.238 1.025 • RATE OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

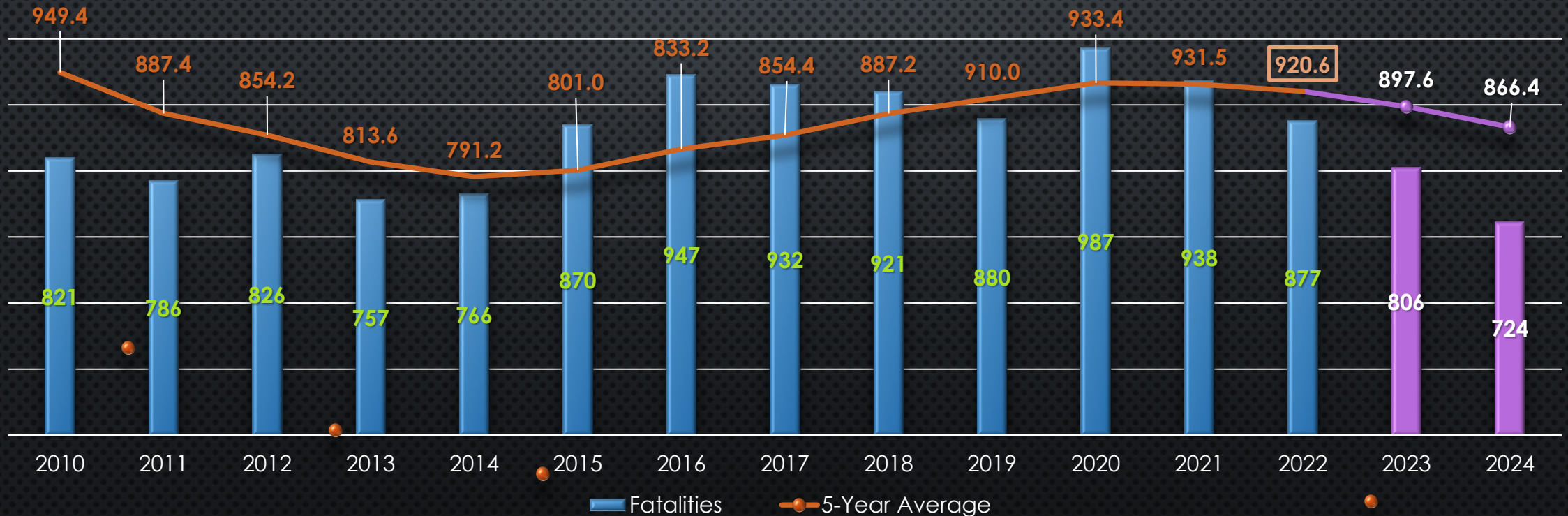
4,722.4 4,564.1 • NUMBER OF SERIOUS INJURIES

6.260 5.972 • RATE OF SERIOUS INJURIES

484.0 484.0 • NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES

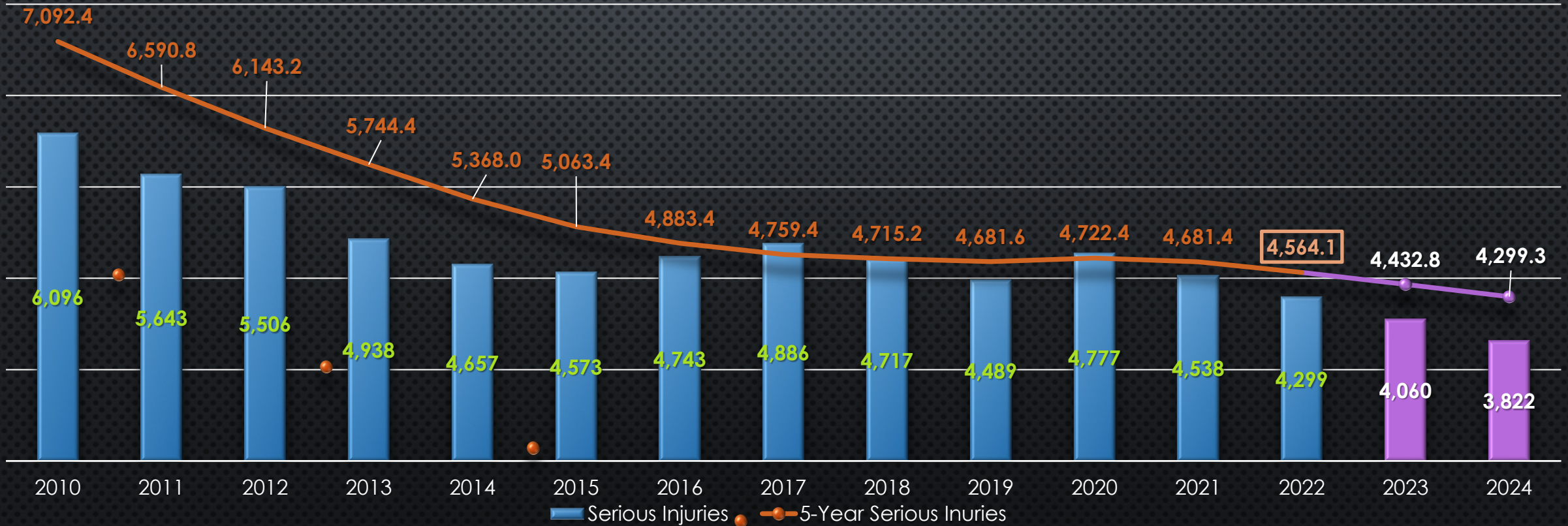
MODOT CURRENT NUMBERS

Annual Fatalities and 5-Year Average Fatalities

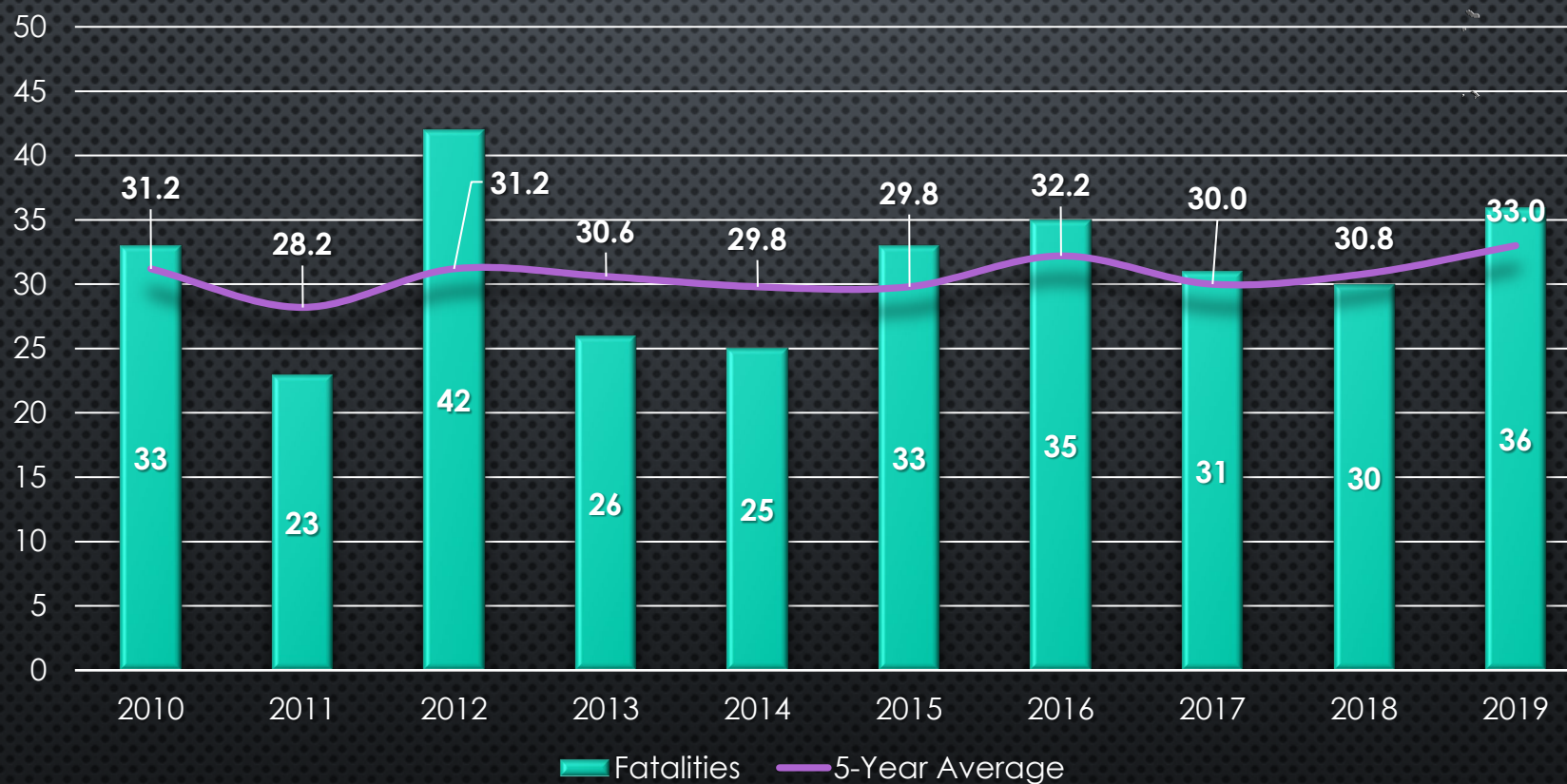


MODOT CURRENT NUMBERS

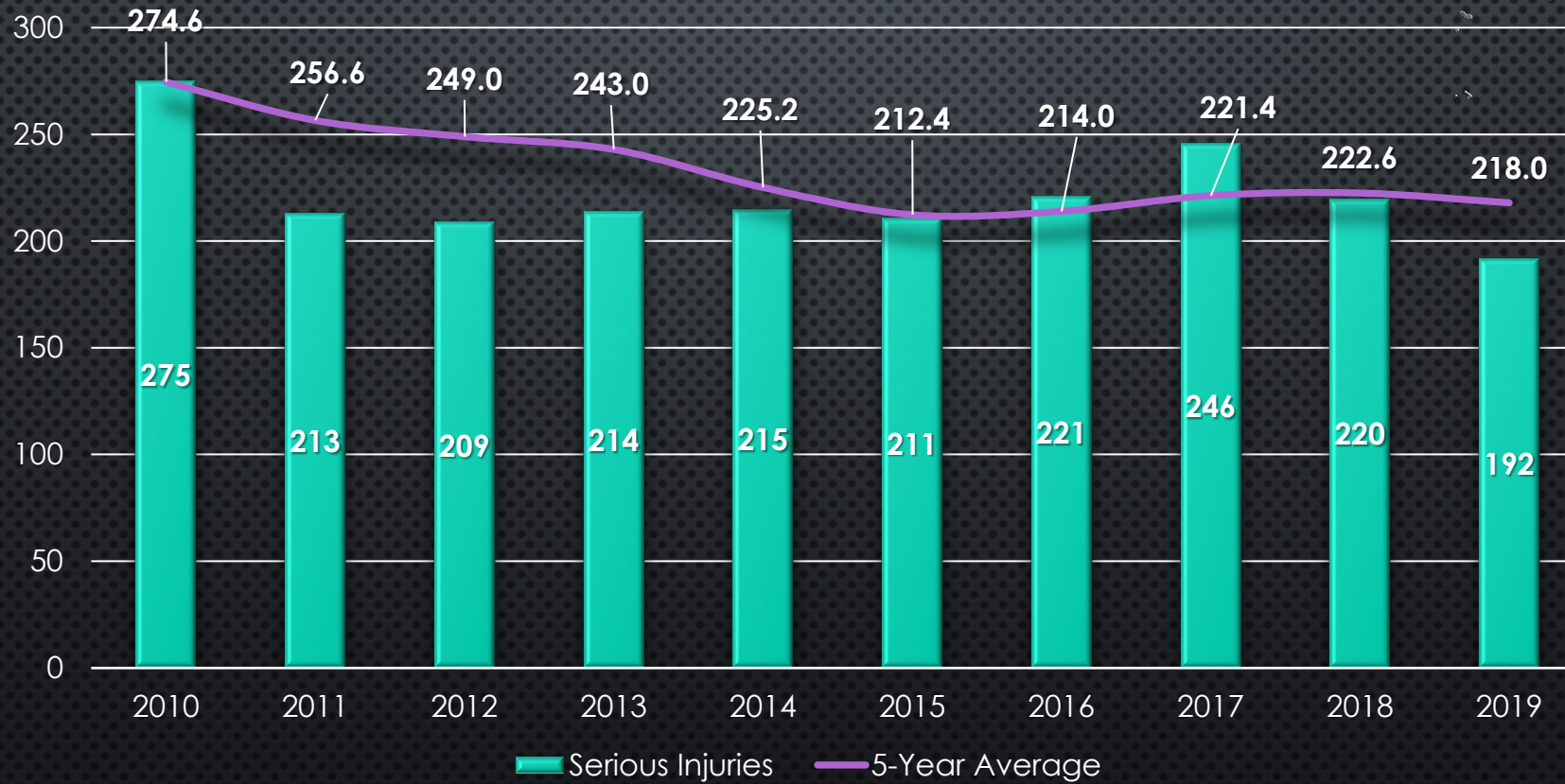
Annual Serious Injuries and
5-Year Avg Serious Injuries



OTO'S CURRENT NUMBERS



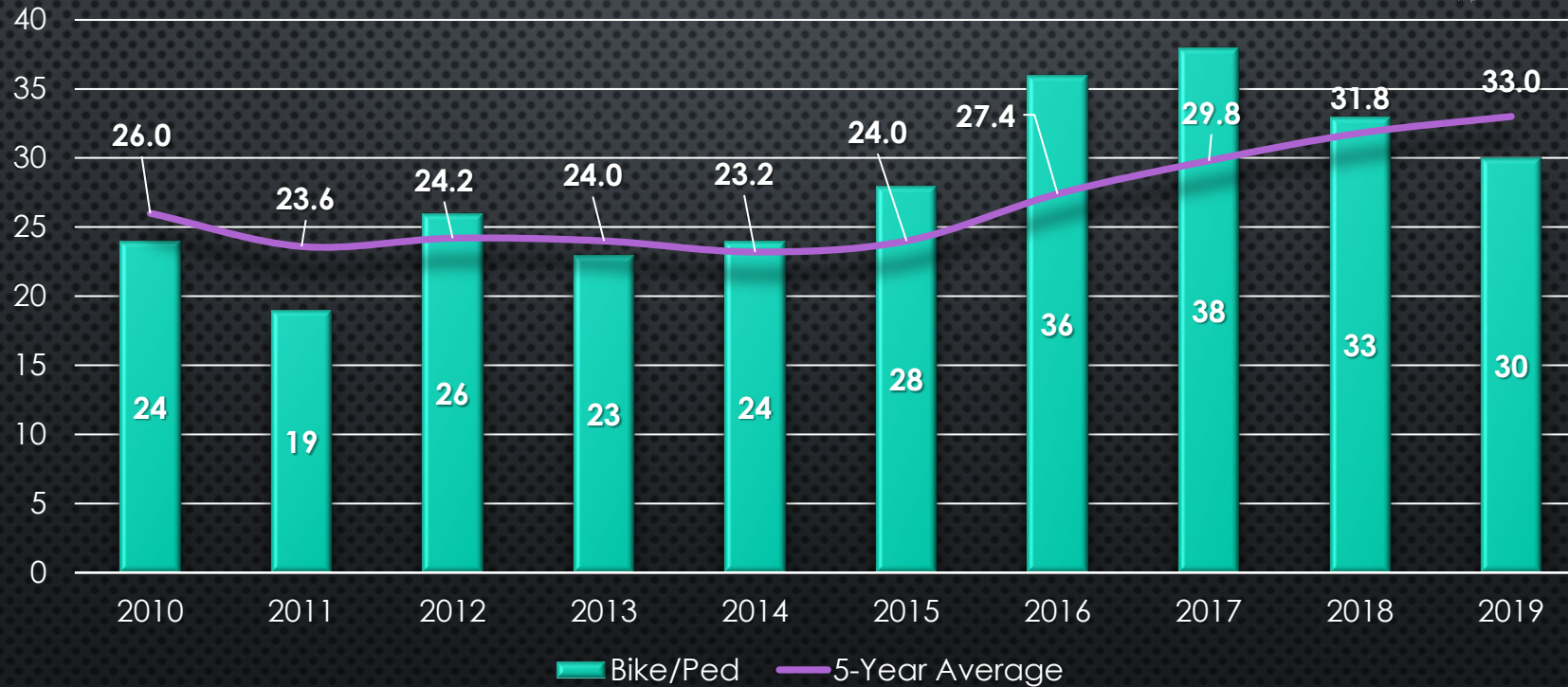
OTO'S CURRENT NUMBERS



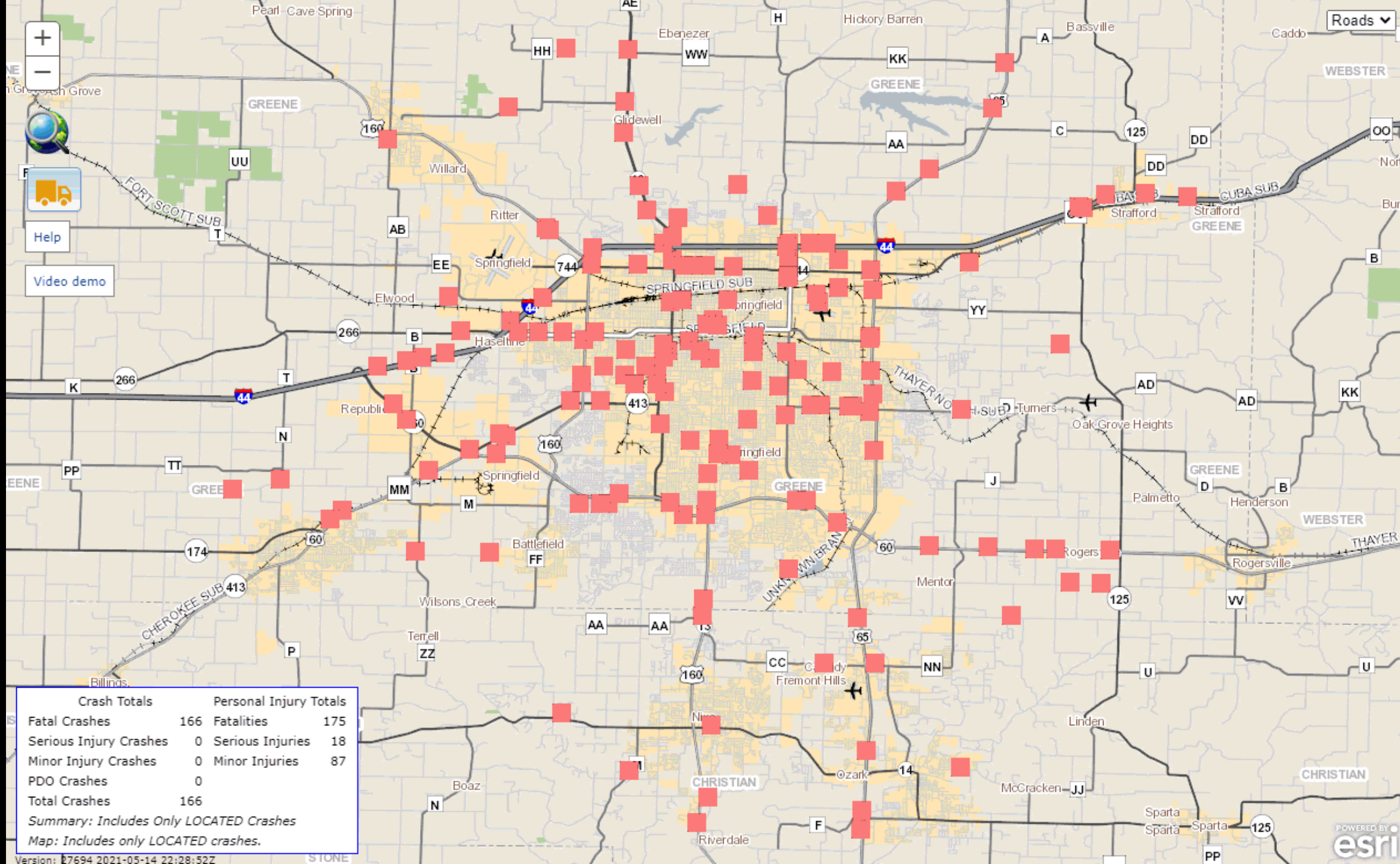
OTO'S CURRENT NUMBERS



Bike/Ped Fatalities and Serious Injuries

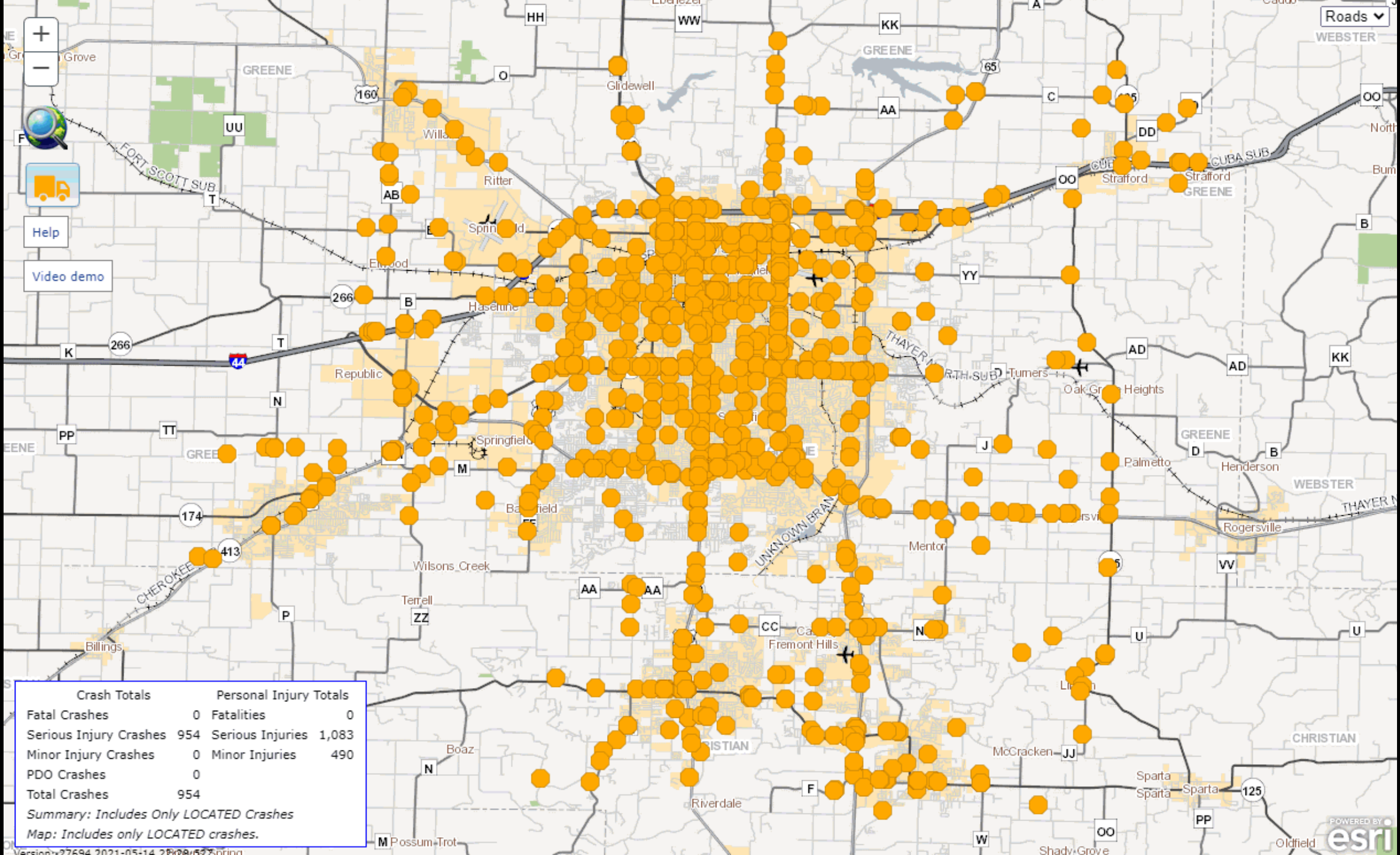


FATALITIES, PRIOR 5 YEARS

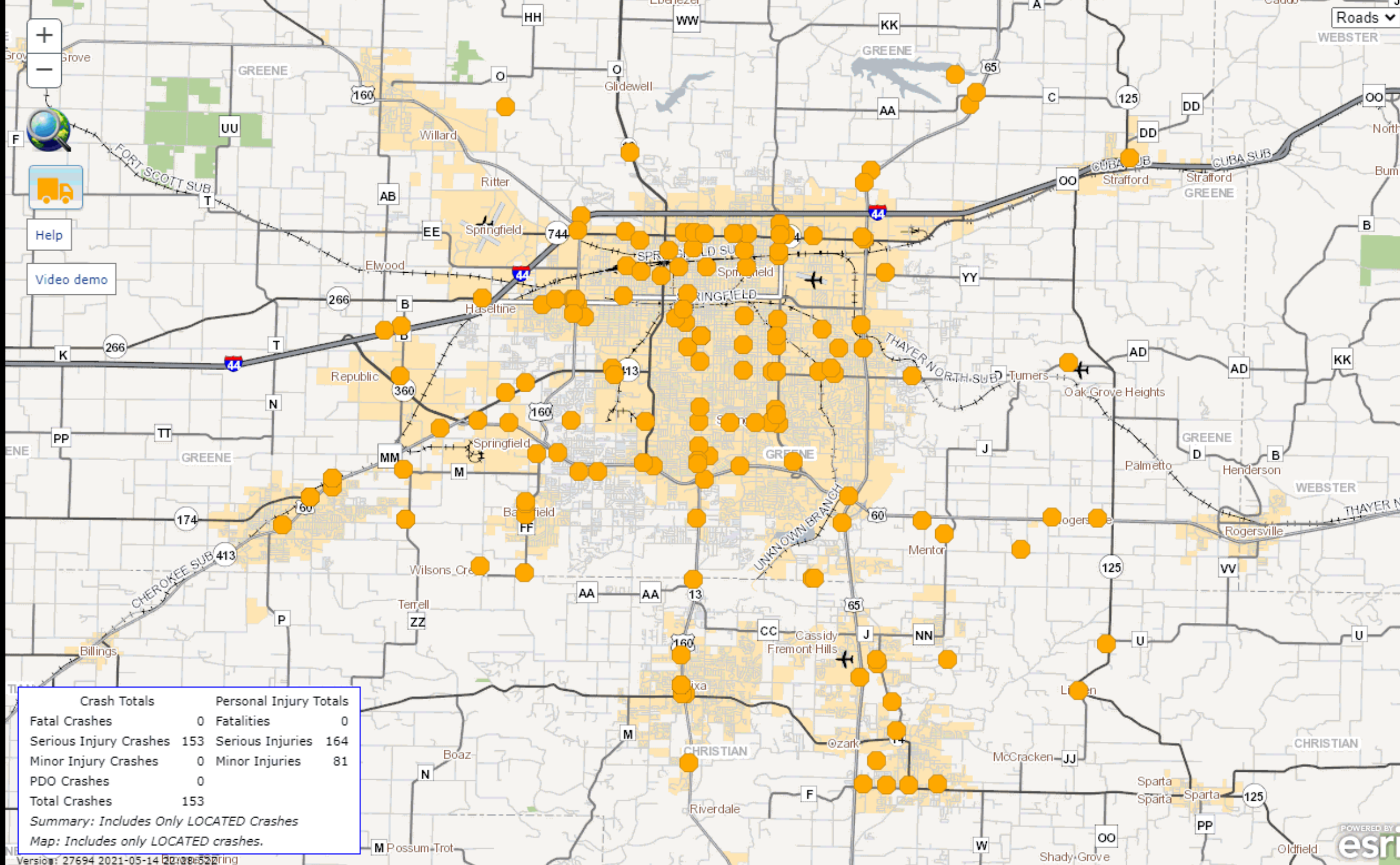


FATALITIES, YEAR TO DATE

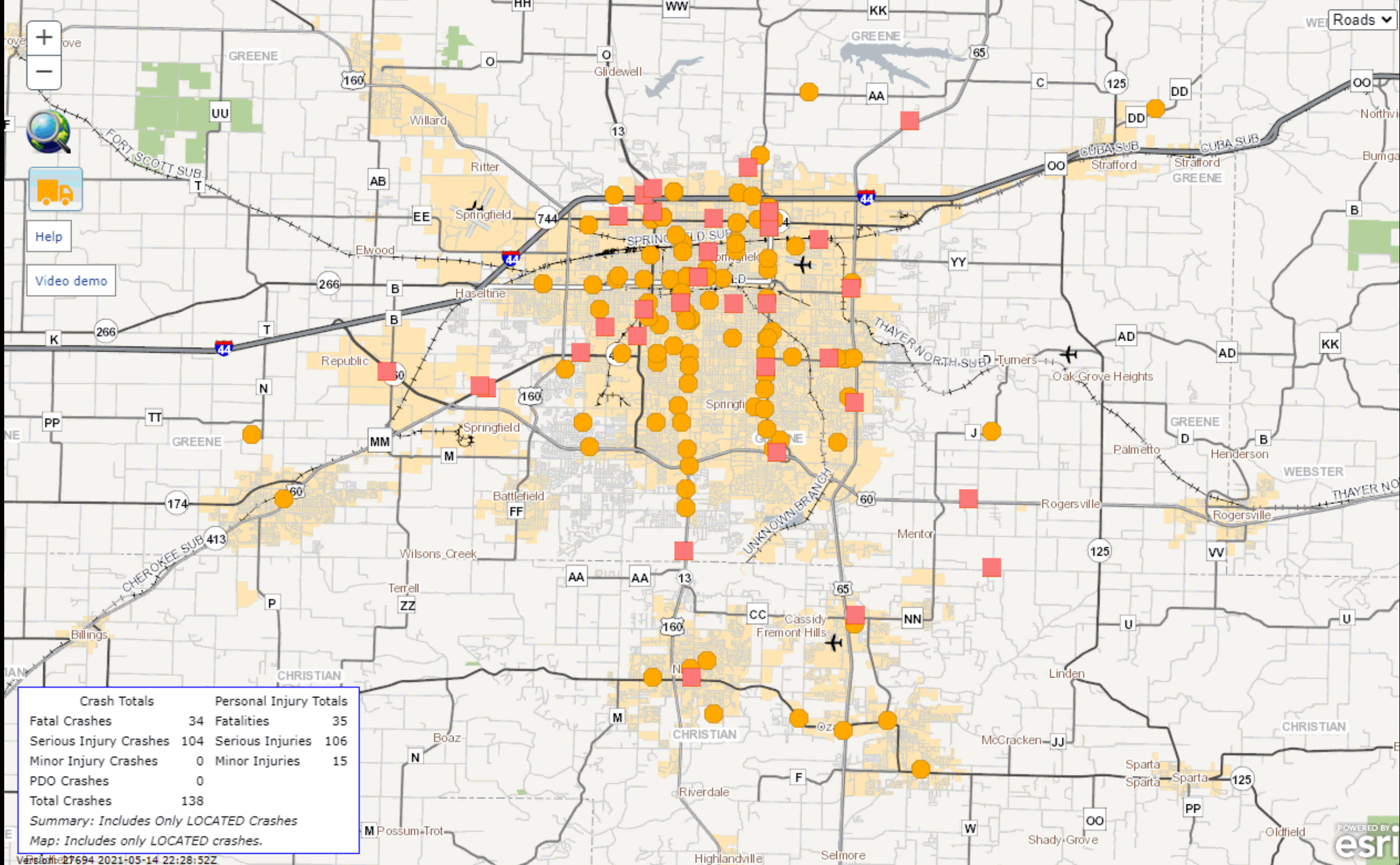
SERIOUS INJURIES, PRIOR 5 YEARS



SERIOUS INJURIES, YEAR TO DATE



BIKE/PED, PRIOR 5 YEARS



BIKE/PED, YEAR TO DATE

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; ITEM II.G.

2020 State of Transportation Report

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

AGENDA DESCRIPTION:

As another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2020. This report is produced annually and made available at public events and on the OTO website. Accompanying the report is an infographic showing progress on the performance measures from the long range transportation plan, *Transportation Plan 2040*. Over this next year, OTO will be developing a new set of performance measures based on *Destination 2045*.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is included for informational purposes only. No action is required.

2020 PERFORMANCE MEASURES

Ozarks Transportation Organization's long-range transportation plan sets performance measures as a way for OTO to monitor the success of the regional transportation system.

11 MEASURES WITH TARGETS FOR 2035



**OZARKS TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION

Daily Vehicle Miles Traveled per Capita

A lower value is better.

14.88 2020 | 16.72 2019 | 16.43 2018

Target: Less than 19.0 by 2035

Ozone Levels

A lower value is better.

59 2018-2020 | 61 2017-2019 | 61 2016-2018

Target: Stay below standard of 70 ppb

On-Time Performance of Transit System

A higher value is better.

92% 2020 | 83% 2019 | 81% 2018

Target: Under Review

Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

OTO Area CU Service Area

45 2020 83

47 2010 84

Target: Upward Trend

Significantly Delayed Roadways

A lower value is better.

AM PM

1.4% 2020 8.9%

2% 2018 16%

6% 2017 19%

Target: Less than 20%

Average Commute Time (2015-2019)

A lower value is better.

Christian County 25.8 min. ↑

Greene County 20.0 min. ↑

Battlefield 22.5 min. ↑

Fremont Hills 22.1 min. ↓

Nixa 25.1 min. ↓

Ozark 25.4 min. ↑

Republic 24.3 min. ↑

Springfield 18.2 min. ↑

Strafford 22.7 min. ↑

Willard 24.1 min. ↓

Average Of OTO Cities 23.1 min. ↑

Target: Keep the average commute time less than 25 minutes by 2035

Bridges in Fair or Better Condition

A higher value is better.

94% 2020 | 95% 2019 | 94% 2018

Target: Bridges in fair or better condition over 90%

Trail/Sidewalk Network Completion

A higher value is better.

Bicycle Pedestrian

67.81 mi 2020 NA

65.44 mi 2019 32.64%

64.51 mi 2017 32.07%

Target: More than 35% roads with sidewalks and more than 80 miles of greenway by 2035

Percent Driving Alone

A lower value is better.

84 2015-2019 | 84 2014-2018 | 83 2013-2017

Target: Decrease to less than 75% by 2035

Crash Rate For Disabling Injuries & Fatalities

A lower value is better.

12.89 2020 | 9.6 2019 | 11.14 2018

Target: Downward Trend

Percent of Roadways in Good Condition

A higher value is better.

98 2020 | 97 2019 | 97 2018

Target: More than 85% of Major Roads in Good Condition

2020



OZARKS TRANSPORTATION ORGANIZATION

State of Transportation

A note...

FROM EXECUTIVE DIRECTOR SARA FIELDS



I like to think of 2020 as a year of opportunity. As the year turned to January 1, no one knew that within a few months, COVID-19 would impact every aspect of our lives. While we are still working through the pandemic itself, we can reflect on our resiliency in the face of such challenges.

City Utilities Transit was an innovator, protecting driver and passenger safety, while continuing to offer service. The stay at home orders demonstrated how much roadway capacity can be freed with travel demand management. Our trail system demonstrated its significance to the community as the world went outdoors. Technology improved to bring the public closer to the planning process.

Though the last year may not have ended as it started, we can use what we've learned in support of an excellent regional transportation system.

Stay safe,

Sara J. Fields, AICP

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- Planning Ahead



- Moving Ahead



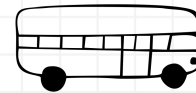
- Clear Skies Ahead



- Safe Travels



- People in Transit



- Out and About



- Delivered

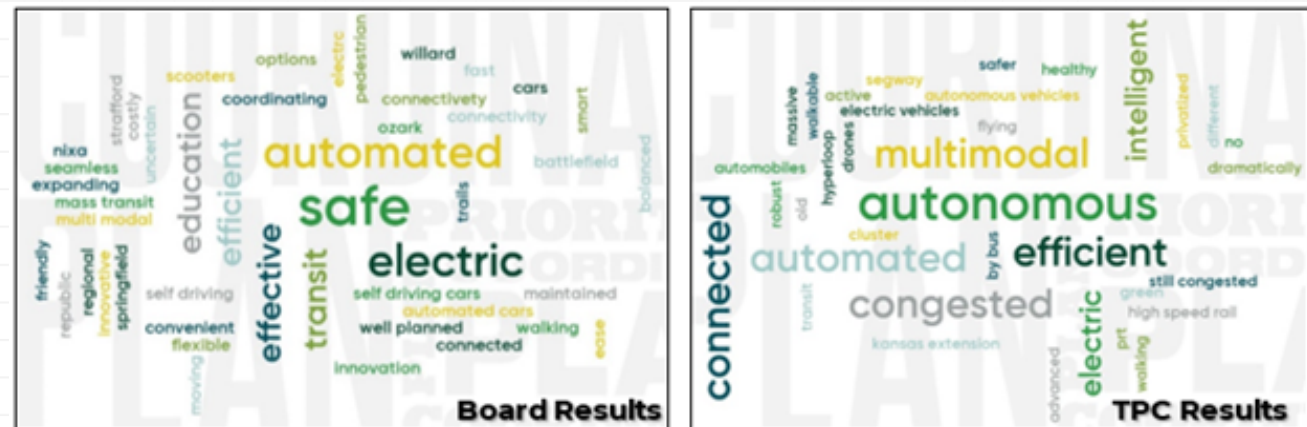


- Learn More



Plan

Public input was the focus for *Destination 2045* during 2020, while planning committee meetings started during the fall. OTO held visioning workshops for the Board of Directors and Technical Planning Committee and conducted a survey of the public regarding transportation now and in the future.



"Using one word, what will the transportation system look like in 2045?" Visioning Results

During this input process, we confirmed that trails are important, learned that congestion is a problem, but doesn't last long, heard that we need more transportation funding, and found we need to better understand the desire for passenger rail.

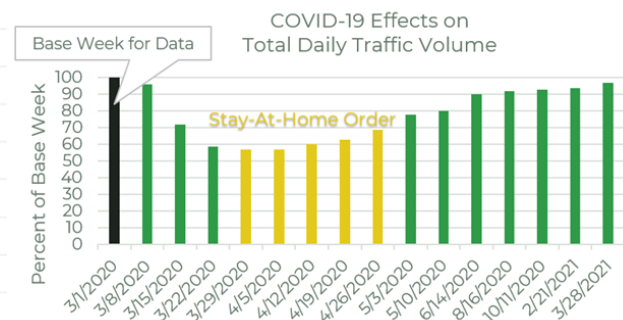
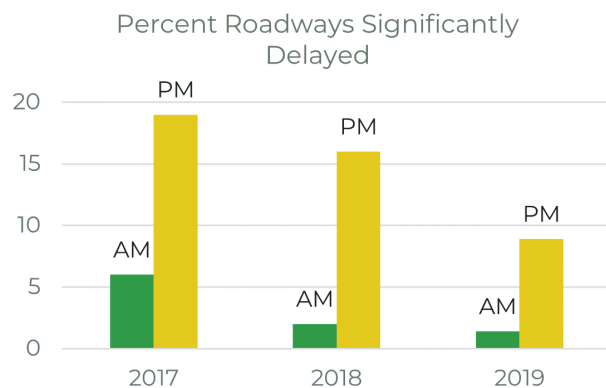


"What are the region's transportation strengths?" Survey Results

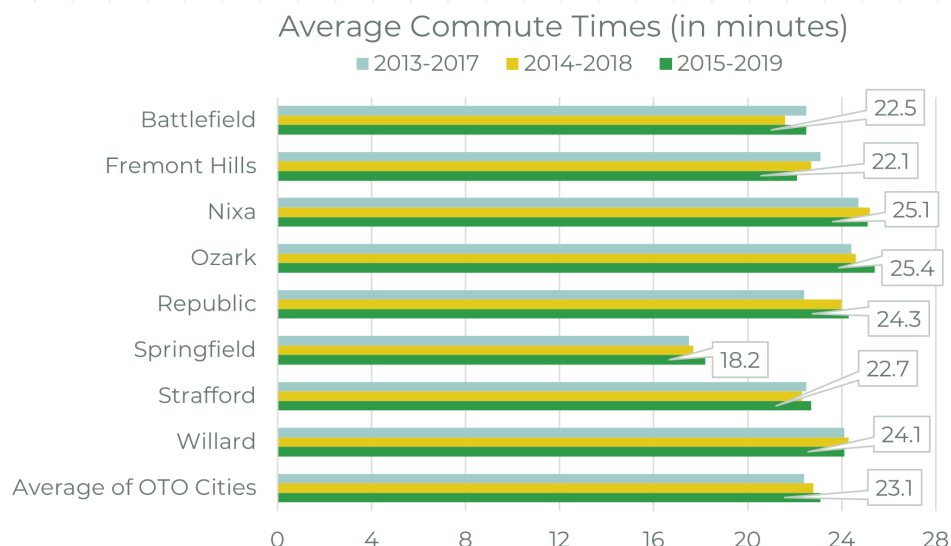
Moving Ahead

COVID-19 provided a snapshot of how increased travel demand management can free capacity on the roadways. Increased telework can reduce demand, and therefore congestion, especially during peak travel times. Consequences, however, can include increased traffic speeds and aggressive driving.

Daily Vehicle Miles Traveled per Capita
14.88 2020 | 16.72 2019 | 16.43 2018



The effects of COVID-19 are not reflected in average commute times, however, as the American Community Survey samples data over a five year period, which does not yet include 2020. For the region, the average commute time does remain below 25 minutes, though Ozark and Nixa have commutes just over 25 minutes.



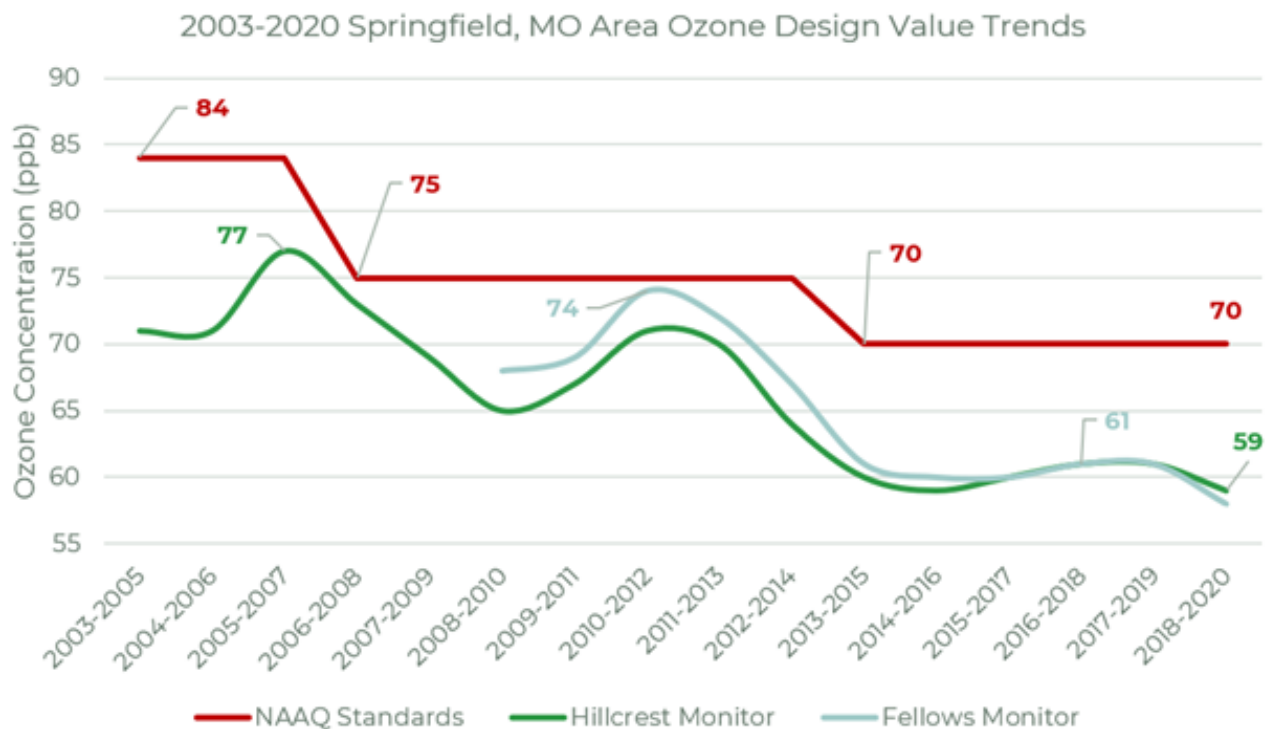
Clear Skies Ahead

Air quality continues to improve, and this is another measure where COVID-19 has made an impact. Vehicle emissions are a factor in the development of ground-level ozone, and while traffic did return during the summer of 2020, it was still below prior years.

Agencies and companies in the OTO region have had success receiving funding through Missouri Department of Natural Resources Volkswagen Trust Fund opportunities made available in 2020.

- Ozarks Coca-Cola/Dr. Pepper Bottling Company - replace diesel delivery trucks with new diesel short haul combination trucks
- L. Davis Transports LLC. - replace for-hire-carriers with new diesel long haul combination trucks
- Associated Wholesale Grocers - repower a 3 terminal tractor with new all-electric equipment
- Kum & Go - electric vehicle charging for the Division and Packer location

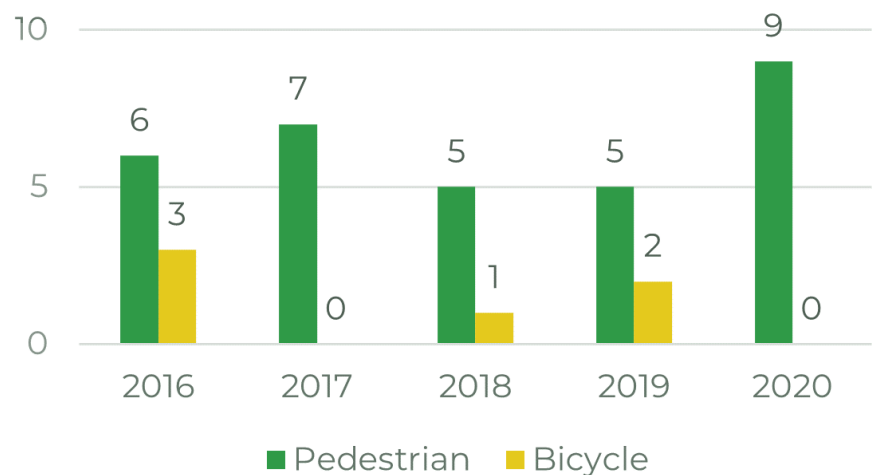
Funding continues to be available through the VW Trust Fund. Current opportunities can be found on the DNR VW Trust Fund Webpage - <https://dnr.mo.gov/air/what-were-doing/volkswagen-trust-funds>.



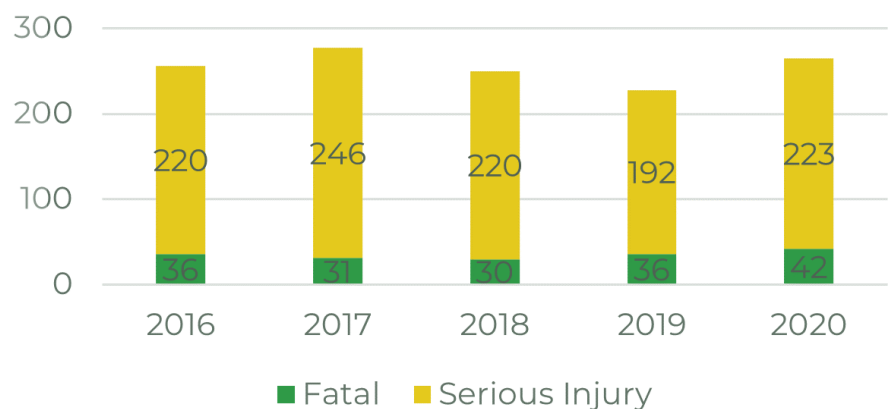
Safe Travels

Fatalities were up in 2020 for pedestrian, as well as all crash types. Though not quite 2017 levels, serious injuries for all crash types were up in 2020 also. MoDOT has released Show-Me Zero, a new strategic highway safety plan, that plans for zero fatalities by 2030 and zero serious injuries by 2040. Show-Me Zero focuses on occupant protection, distracted driving, speed and aggressive driving, impaired driving, and special road users such as bicyclists and pedestrians.

Number of Fatalities



Number of Fatalities and Serious Injuries
All Crash Types



SHOW-ME
ZERO
Driving Missouri Toward Safer Roads

People in Transit

In 2020, COVID-19 affected ridership for both City Utilities Transit and the Missouri State University Bearline. For CU Transit, unlinked passenger trips dipped below 1 million for the first time in over 20 years, and while MSU had 950,000 passengers in 2019, they had only 220,000 passengers in 2020. MSU ridership was greatly affected by the lack of students, faculty, and staff on campus, with many classes offered virtually.

CU Transit took several unprecedented measures to protect both employees and passengers from COVID-19, including modified service, masking enforcement, and the installation of both temporary and permanent driver barriers. CU Transit was recognized by the Federal Transit Administration and Missouri Public Transit Association for using FTA funds eligible under the Emergency Relief Program and partnering with a local upholstery company to fabricate plastic barriers. They also received a \$7.6 million grant for operations to offset revenue losses.

OTO continues to monitor housing growth within the OTO area and within the CU service area. Steady since 2017, 45 percent of OTO households are within a quarter-mile of a CU bus route. This is down from 46 percent in 2016 and 47 percent in 2010. While it's not changing quickly, this demonstrates that more housing units have been added outside of the CU service area than within it.

45% of OTO Households
are within a 1/4-mile of a
CU Bus Route



CU Transit 92% On-Time

Federal Transit Admin
@FTA_DOT

To protect its [#bus](#) drivers during the [#COVID19](#) emergency City Utilities of Springfield, MO partnered with a local upholstery co. to fabricate plastic barriers on its fleet paid for with FTA funds eligible under the Emergency Relief program [#AmericaWorksTogether](#)



City Utilities and City of Springfield

12:53 PM · Apr 29, 2020 · Twitter Web App

Out and About

BICYCLE
FRIENDLY
BUSINESS

SILVER

THE LEAGUE
OF AMERICAN BICYCLISTS

In January 2020, it was announced that Ozark Greenways was awarded Silver Bicycle Friendly Business status. With the onset of COVID-19, trail usage dramatically increased. The pandemic highlighted the importance of outdoor space throughout a community. Ozark Greenways developed a campaign to encourage distancing on busy trails.

New facilities in 2020 include:

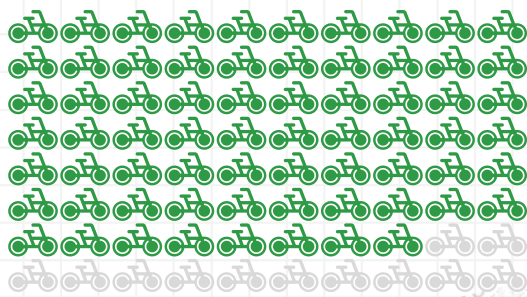
- Fulbright Spring Greenway trail between Lost Hill Park and Truman School
- Mount Vernon Bridge over Jordan Creek making room for future trail under Mount Vernon Street
- Jordan Creek Trail through West Meadows
- Sidepath along Fremont between Sunset and Battlefield
- New Riverside Bridge with walk/bike path
- South Creek Trail extension
- Bike lanes on Primrose and Jefferson

In Springfield, July 26, 2020 was declared Disability Awareness Day in celebration of the 30th anniversary of the ADA and the City of Springfield installed signage to raise visibility of street crossings for people with disabilities.

LET'S BE TOGETHER-ISH



Go the distance while keeping your distance.
#OzarkGreenways #OGgo #ChangeOfSpace



**68 Miles of Trail for
Transportation**



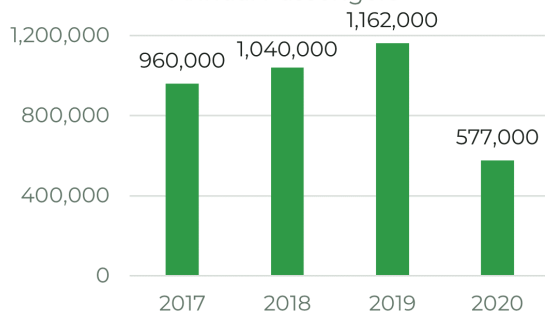
**32.64 percent of roads
with sidewalk**

Delivered

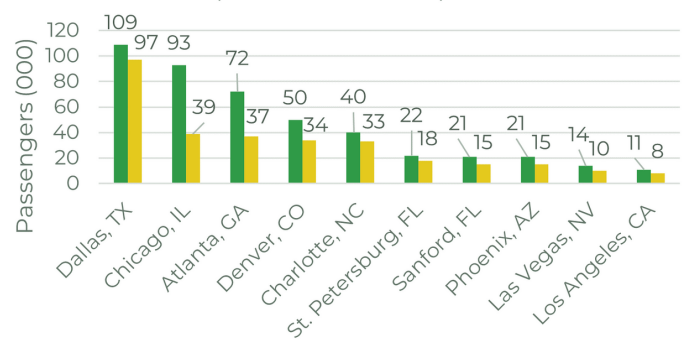
The Springfield-Branson National Airport was ready for 2020 to be another record-breaking year, following two years of 1 million+ passengers. Early in the year, construction finished on 750 additional parking spaces. Airlines had added 8 percent additional capacity in 2019. By the conclusion of 2020, though, total passengers were half of 2019. Cargo was less impacted by COVID, with weights in 2020 less than 2019, but higher than 2017 and close to 2018. Recovery in the freight sector is expected in 2021.

Dallas remains Springfield's number one destination airport and was not as impacted by COVID as the other destinations, per the Bureau of Transportation Statistics. Destinations not in the top ten list include Destin and Houston.

Springfield-Branson National Airport
Annual Passengers



Top 10 Destination Airports



Learn More

The OTO website is a great resource for learning about our transportation system and for providing feedback in a central location. OTO shares all public comment with its Board of Directors and with all relevant agencies. Check out these direct links for more information:

<https://www.ozarkstransportation.org/>

<https://www.giveusyourinput.org/>

<https://www.ozarkstransportation.org/our-resources/maps>

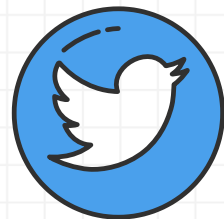
<https://www.ozarkstransportation.org/our-resources/reports-and-studies>

<https://www.ozarkstransportation.org/what-we-do/long-range-transportation-plan>

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- Vectplus from the Noun Project - Aircraft
- MoDOT/CMT - Roundabout design
- League of American Bicyclists - Bicycle Friendly Business Shield
- Ozark Greenways - Let's Be Togetherish
- City of Springfield - Wheelchair SGF Yields Sign
- Airline Data from Bureau of Transportation Statistics
- Masked Pinkley from Springfield-Branson National Airport
- Vectto - Facebook Icon, Twitter Icon



OZARKS TRANSPORTATION 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

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(417) 862-6013
www.OzarksTransportation.org

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 10/20/2021; 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 allowing for the North 13 Corridor Study to use funding that was not programmed as part of the planning grant with MoDOT, but instead use STBG funding that is allocated to the region. This change left the \$100,000 that was planned to be used for other studies.

Staff is repurposing the funding for discretionary grants and additions to the Chadwick Flyer overpass study. The City of Ozark will be using STBG suballocated to the City of Ozark and local match to cover the additional expense.

Official approval of the repurposing of funds comes with the operating budget and TIP amendment approvals.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY

Task 7 – Ad Hoc Studies and Projects

Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan.

Work Elements

7.1 Route FF through Battlefield Study

Timeframe – July 2021 to June 2022

- Corridor Study to develop cross section and roadway type recommendations based on public input and projected volumes and function.

7.2 Chadwick Flyer Highway Crossing Study

Timeframe – July 2021 to June 2022

- Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US65

7.3 North 13 Corridor Study

Timeframe – July 2021 to June 2022

- Study to determine the improvements needed to improve Route 13 near I-44, including the I-44 interchange. The FY 2022-2025 TIP is programmed with the consultant services for the North 13 Corridor Study. (Funding not part of the UPWP)

7.4 Transportation Consultant/Modeling Services

Timeframe – July 2021 to June 2022

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making

7.5 Grant Applications

Timeframe – July 2021 to June 2022

- Develop and assist OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas

7.6 Other Studies in Accordance with LRTP

Timeframe – July 2021 to June 2022

- Studies requested by member jurisdictions to examine traffic, parking, safety, walkability or land use

7.7 Administration of CRSSA funded projects

Timeframe – July 2021 to June 2022

- Identify, plan and develop consultant procurement and contract to oversee selected project construction.

- Enter into contract with MoDOT for project
- Oversee multi-year consultant contract resulting in project completion

Anticipated Outcomes

- Route FF through Battlefield Study
- Chadwick Flyer Bridge Study
- North 13 Study
- Grant applications and support letters as requested
- Other studies
- CRRSA funded projects planned and contracts in place to begin projects in FY22/23

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2021 year-end report, which will be incorporated upon completion in July 2021.

- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed BUILD Grant/INFRA Grant opportunities

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match 16.20512%	City Utilities	In-Kind 2.84616%	CPG 71.39826%	STBG 12.39662%	5307	Total	Percent (%)
1	\$ 31,878	\$ -	\$ -	\$ 164,840	\$0	\$ -	\$ 196,718	13.34%
2	\$ 14,576	\$ -	\$ 36,000	\$ 261,524	\$0	\$ -	\$ 312,100	21.16%
3	\$ 42,880	\$ -	\$ -	\$ 221,730	\$0	\$ -	\$ 264,610	17.92%
4	\$ 15,579	\$ -	\$ -	\$ 80,560	\$0	\$ -	\$ 96,139	6.51%
5	\$ 7,541	\$ -	\$ -	\$ 38,993	\$0	\$ -	\$ 46,534	3.16%
6	\$ -	\$ 42,000	\$ -		\$ -	\$ 168,001	\$ 210,001	14.24%
7	\$ 48,924	\$ -	\$ -	\$ 96,179	\$156,800	\$ -	\$ 301,903	20.47%
8	\$ 7,593	\$ -	\$ -	\$ 39,264	\$0	\$ -	\$ 46,857	3.18%
TOTAL	\$ 168,972	\$ 42,000	\$ 36,000	\$ 903,089	\$ 156,800	\$ 168,001	\$ 1,474,862	100.00%
9	Value of MoDOT "Direct Cost"						\$ 60,000	\$ 1,474,862
Total of Transportation Planning Work							\$ 1,534,862	

Anticipated Contracts by Cost

Cost Category	Budgeted Amount FY 2022
Travel Sensing	\$ 3,000
Audit	\$ 4,640
Professional Services for Operations	\$ 65,000
Data Storage	\$ 4,800
IT Managed Services	\$ 11,000
Online TIP Tool	\$ 9,600
Transportation Consultant/Modeling Services	\$ 100,000
Webhosting	\$ 2,300
Payroll Services/Cafeteria Plan Administration	\$ 3,000
Cleaning Services	\$ 4,500
Maintenance	\$ 4,000
FF Study	\$ 30,000
Chadwick Flyer Study	\$ 69,000
Discretionary Grant Assistance	\$ 71,000
North 13 Study - consultant contract funded through the TIP	\$ 300,000
Other Studies	\$ 40,000

TAB 11

California ports aren't the only ones facing record backlogs of cargo ships — 3 other US ports have hit historic highs



AP Photo/Ben Margot

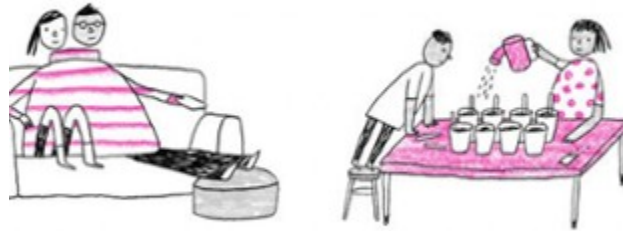
- **Ports in New Jersey and New York, as well as in Texas and Georgia, have seen record pileups.**
- **Turnaround time for container ships has increased across the country.**
- **Southern California ports face the greatest delays as they handle nearly half of all US imports.**

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Shipping delays are piling up across the country as multiple US ports hit record backlogs.

As the largest source of imports in the US — responsible for nearly half of all incoming goods — Southern California ports have received widespread attention. The ports have over 60 hulking cargo ships line up along the shore waiting to dock and unload. But, several smaller ports are also feeling the pinch.

In the Port of Savannah — the fourth largest US port — over 20 container ships are waiting to dock. The port has hit multiple records this year for the number of container ships that have passed through the location. In July, Associated Press reported that the port moved 5.3 million 20-foot containers in a fiscal year — the most the location has ever encountered in a single year.

Georgia Ports Authority did not respond to a request for comment from Insider, but Executive Director of the Georgia Ports Authority Griff Lynch told The Wall Street Journal that the boom in e-commerce has contributed to the backlog of cargo ships.

"Because of all this extra freight being imported, it's creating a backlog from the ship side to the dock side to warehouses and across the whole supply chain," Lynch told The Journal.



Shipping containers near a shipyard. Getty Images

Earlier this week, Georgia Ports Authority approved a \$34 million plan to help solve the port delays by adding space to include another 1.6 million 20-foot shipping containers.

FOR YOU



MARKETS

A 26-year-old explains how he came to own almost 1,300 rental units in 7 years — and shares the type of loans he used, and the strategy that allowed him to scale fast

Rising cargo volumes moving through smaller ports show how diverting traffic from Southern California is not a viable option

In August, Port Houston set a new record for the number of shipping containers that went through the port over the course of the month as over 320,000 20-foot containers passed through the location — a number 29% higher than the same time the year before, when shipping levels were already spiking. A Port Houston spokesperson did not respond to a request for comment, but the group addressed the new record in a press release earlier this month.

"We expect elevated levels in the supply chain to continue well into 2022 and will continue to explore opportunities including accelerating an already aggressive capital investment strategy for our terminals to stay in front of the demand," said Roger Guenther, executive director at Port Houston.

The Port of New Jersey and New York, which handles the majority of imports to the East Coast, hit a record number of cargo for its 13th consecutive month in August. Over 780,000 shipping containers passed through the port that month, according to a [press release](#). Earlier this week, the Port of New York and New Jersey had [9 cargo ships at anchor](#), but a port spokesperson told Insider all of the ships were expected to dock within 48 hours.

"There are no labor shortages or significant shipping backlogs. The majority of the ships anchored off the coast of the Port of New York and New Jersey are oil tankers that do not call at Port Authority of New York and New Jersey facilities," the spokesperson told Insider. "During September, and throughout the pandemic, the port has performed extraordinarily well in keeping the supply chain moving throughout the region, as well as cargo bound for the Midwest via rail."

Despite record-breaking levels in smaller ports, Southern California ports still face the greatest backlogs

A report from the RBC Capital Markets and Orbital Insight that analyzed the top 22 most influential ports in the world found that 77% of the locations had produced above average wait times this year. It found that the ports in Southern California had the most inefficient wait times of any other top port in the world. The turnaround time for a

container in the ports nearly doubled in 2021 as compared to averages seen in 2017 through 2019.



Milos Bicanski/Getty Images

The time it takes for a ship to enter the port and unload increased from 3.6 days to 6.4 days in the Southern California ports — nearly five days longer than several ports in Asia which operate 24/7. What's more, wait times at the port have recently exploded, with some boats waiting as long as three weeks before they can dock.

In contrast, levels at East Coast ports have been more stable as New York and New Jersey, as well as Port Houston ports, only saw an average increase equivalent to a quarter of a day. The study did not take the Port of Savannah into consideration.

The study identified the greatest difficulty at Long Beach and Los Angeles ports as the lack of foot traffic which remains 28% below pre-pandemic levels.

"We were able to quantify the degree of the worker shortage that takes place by measuring foot traffic," Mike Tran, managing director of global energy strategy and digital intelligence strategy at RBC Capital Markets, told Insider. "Container ships are

carrying about 30% more goods, which means more to unload, but now they have to do it with 28% less people."

Tran told Insider that the only way he sees the supply-chain crisis resolving itself would be if people limited the amount of goods they purchased — an unlikely outcome considering the impending holiday shopping season paired with many companies' need to restore depleted inventory levels.



(<https://aashtojournal.org/>)



Illinois, Indiana, Michigan, Minnesota, and Wisconsin have established a partnership to support the build-out of electric vehicle or EV charging infrastructure across the Midwest region.

[Above photo via Wikimedia Commons]

The goal of this agreement – known as the Regional Electric Vehicle for the Midwest Memorandum of Understanding or REV Midwest MOU

(https://www.michigan.gov/documents/leo/REV_Midwest_MOU_master_737026_7.pdf) – is to “accelerate vehicle electrification” in the Midwest, providing for fleet electrification along key commercial corridors.

The MOU also ensures the entire Midwest region can effectively compete for new private investment and federal funding for vehicle electrification.

“By working together with our Midwestern neighbors, we can accelerate the region’s growth in the transportation sector, create jobs across our communities, and prioritize the environment that makes the Great Lakes region so great along the way,” said Illinois Governor JB Pritzker (D) in a statement (<https://www.illinois.gov/news/press-release.23963.html>).

Improving access to charging infrastructure and reducing range anxiety will support EV adoption and the next generation of American-made electric automobiles, he added.

Through REV Midwest, those five states said they will work together to remove barriers to electric medium and heavy-duty vehicles and enable EV charging across states by coordinating to optimize charging infrastructure, cooperate on best practices, and support standardization.



Gov. Pritzker. Photo by the Illinois DOT.



Gov. Whitmer. Photo via the Michigan Governor’s Office.

“[The] REV Midwest partnership is a bipartisan effort to build the future of mobility and electrification and connect our communities,” said Michigan Governor Gretchen Whitmer (D). “Our partnership will enable the Midwest to lead on electric vehicle adoption, reduce carbon emissions, spur innovation, and create good-paying jobs.”

On top of that, the Midwest utility sector needs an estimated 105,000 new jobs to deploy EV charging infrastructure across the region by 2030, she added.

As a result, those five state plans address workforce needs in concert with private industry; supporting workforce training programs to build the transportation system of the future.

“The Midwest has the ingenuity and the drive to develop innovative solutions to curb climate change,” said Minnesota Governor Tim Walz (D). “I am proud to work with my fellow Midwest governors to not only reduce pollution, but protect public health, create jobs, and increase consumer

choice across the region.”

“I’m proud to partner with our neighboring states to put the Midwest region on the leading edge of providing the charging infrastructure needed to futureproof our transportation network and meet the demand as rapid adoption of electric vehicles continues,” echoed Indiana Governor Eric Holcomb (R).




Gov. Tim Walz

“We shouldn’t have to choose between building a cleaner, more equitable state and economic development—and thankfully, vehicle electrification is an area where we can do both,” said Wisconsin Governor Tony Evers (D).

“This regional partnership [is] critical for addressing emissions from the transportation sector, ensuring folks in every community have cleaner air to breathe, and creating jobs to meet our future workforce needs,” he added.

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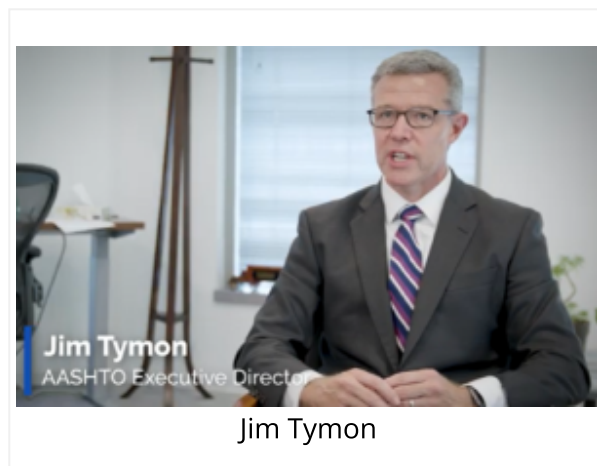
The House of Representatives delayed a vote on a \$1.2 trillion infrastructure bill passed by the Senate on August 10 (<https://aashtojournal.org/2021/08/13/senate-passes-1-2t-infrastructure-bill-awaits-houses-vote/>) twice this week as factions of the Democratic Party fought over legislative and funding priorities involving the much larger reconciliation bill covering social programs.

However, late on October 1, the House passed a 30-day surface transportation funding extension measure (<https://thehill.com/homenews/house/574990-house-passes-30-day-surface-transportation-funding-extension-amid>), which expires October 31, to provide more time for legislators to find a way around the infrastructure bill impasse. The Senate subsequently passed that extension on October 2, with President Biden signing it into law that same day.

Yet Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, noted in a statement (<http://aashtonews.wpengine.com/2021/10/02/aashto-demands-action-on-long-term-surface-transportation-bill/>) that this particular extension doesn't include any ^

new funding for state departments of transportation until October 15, leaving them without support from their federal partners for weeks.

“Short-term extensions are not a suitable way to govern,” he said. “AASHTO remains focused on the passage of a long-term surface transportation bill to ensure the delivery of a safe and efficient multimodal transportation system and we urge Congress to do the same.”



The infrastructure bill or IIJA – which has broad support (<https://aashtojournal.org/2021/09/24/aashto-signs-letter-urging-passage-of-infrastructure-bill/>) within the transportation industry – also includes surface reauthorization legislation, without which funding for many critical federal transportation programs is suspended. That underscores the importance of the 30-day extension, so that funding does not completely lapse as legislators continue to wrangle over the bill.



Photo by the Architect of the Capitol

The House scheduled an initial vote on the IIJA on September 27 then delayed that vote to September 30 as the progressive and centrist wings of the Democratic Party battled over whether to pass the infrastructure measure first or wait until passage of the broader \$3.5 trillion “Build Back Better” funding measure.

The Fiscal Year 2022 budget resolution

(<https://www.democrats.senate.gov/imo/media/doc/HEN21B52.pdf>), focused on social programs and tax measures, passed in the Senate by a vote of 50 to 49 on August 11 to kick off the “budget reconciliation” process to advance this larger package.

However, the budget resolution currently does not include the expiration of a debt ceiling agreement put in place two years ago. Consequently, the U.S. Department of the Treasury is currently taking what it calls “extraordinary measure,” or emergency cash conservation steps to prevent default on

federal debt.


On top of that, two key Democratic senators – Sen. Joe Manchin, D-W. Va., and Sen. Kyrsten Sinema, D-Ariz. – are opposed to the measure’s \$3.5 trillion spending ceiling and their opposition is why the Democrats progressive caucus in the House are threatening to sink the infrastructure bill.


Their opposition is why Sen. Bernie Sanders, I-Vt., called on the House earlier this week to vote down the infrastructure bill.

“No infrastructure bill should pass without a \$3.5 trillion reconciliation bill,” he said on Twitter. “That is the agreement that was made & that is the agreement that must be kept. Physical infrastructure is important, but the needs of working families & combatting climate change is more important.”

However, Sen. Manchin remains firm so far in his call to reduce the price tag of the reconciliation measure. “Respectfully, as I have said for months, I can’t support \$3.5 trillion more in spending when we have already spent \$5.4 trillion since last March,” he said in a statement (<https://www.manchin.senate.gov/newsroom/press-releases/manchin-statement-on-infrastructure-and-reconciliation-negotiations>). “At some point, all of us, regardless of party must ask the simple question – how much is enough?”

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Recommendations of the
Safe System Consortium

In early 2021, the Johns Hopkins Center for Injury Research and Policy (JHCIRP) and the Institute of Transportation Engineers (ITE) convened a group to discuss the potential for reimagining road safety and equity in the United States. Frustrated that conventional safety approaches have not shifted the rank of traffic deaths as the leading cause of death for young people and with the associated endemic inequities rooted in our road transportation system, this group of engineers, scientists, public health professionals, and safety experts considered the potential of an emerging concept—the Safe System approach—for changing the way roads affect our lives and communities.

With support from the FIA Foundation, this group—the Safe System Consortium—gathered for a series of meetings and deliberations and produced a set of recommendations designed to change the course of road safety and work toward a more equitable transportation system. These conversations and the resulting recommendations were guided by a commitment to both safety and equity in visioning the country’s approach to creating a next-generation transportation system. The timing of these recommendations is purposeful, responding to the opportunities presented by a new federal surface transportation bill and the identification of priorities by a new team of senior officials at the U.S. Department of Transportation.



The Safe System Approach: Addressing Safety and Equity

The Safe System approach offers a unique opportunity to improve the value of our roads, enhancing their benefits to mobility and reducing their negative consequences. Road travel is much safer now than 50 years ago, but the rate of improvement started slowing in the 1990s and the problem has remained essentially unchanged over the past 10 years—persisting as the leading cause of death for teens and young adults.^{i,ii} The Safe System approach not only promises to break this stalemate, but holds the potential to drive deaths toward zero.

Compounding our safety problem is the fact that the burden of death, injury, and social costs from crashes is unequally distributed.ⁱⁱⁱ Our current roadway system reflects a history of flawed decisions about land use, opportunity, investment, and racial and ethnic equity.^{iv} A Safe System can be implemented in ways that help address structural and institutional racism by correcting for prior under-investments in historically marginalized communities and closing gaps in safety between areas that have been well-served and those that have been underserved.

Improvements to road safety can contribute to equity by reducing the burden of unsafe roads on historically underserved communities.^v Equity differs from equality. A system can achieve equality if each individual or group are given the same resources or opportunities. But a system that is equitable goes further. Equity requires recognizing that communities have been differentially impacted by a variety of circumstances, structures, and historical contexts that have unjustly advantaged some, while unjustly disadvantaging others. Hence, communities that have been disadvantaged require a differential allocation of resources and opportunities to eventually reach an equal outcome.^{vi} In the U.S., the recognition that certain groups—because of their race, ethnicity, or ability, for example—have not enjoyed the same access to resources and opportunities must be accounted for through equitable decision-making. A definition provided by Camara P. Jones, MD, MPH, PhD, applies the concept of equity to health:

Health equity is assurance of the conditions for optimal health for all people. Achieving health equity requires valuing all individuals and populations equally, recognizing and rectifying historical injustices, and providing resources according to need. Health disparities will be eliminated when health equity is achieved.^{vii}



The definition by the PolicyLink Transportation Equity Caucus shows how the concept relates to transportation, revealing the range of determinants of an equitable transportation system, including safety.

Transportation equity refers to the consideration of racial, economic, and social equity in transportation. A commitment to transportation equity involves creating affordable and accessible transportation options for all people; ensuring fair access to quality jobs, workforce development, and contracting opportunities in the transportation industry; promoting healthy, safe, and inclusive communities; and making equitable investments in transportation infrastructure and planning, especially in low-income areas and communities of color.

— PolicyLink Transportation Equity Caucus



Substantial improvements in safety will require equitable solutions. Individual and community sociodemographic characteristics have shown independent and additive effects on risks of crash death, resulting in concentrations of risk in lower-income neighborhoods where exposure to traffic tends to be higher and investment in safety programs and infrastructure tends to be lower.^{viii,ix} Prioritizing these communities for implementation of the Safe System approach, and closing the gap between the highest and lowest risk neighborhoods, will yield large gains in both safety and equity.

How a Safe System Works

Over the past 20 years, a number of nations and cities around the world have adopted the Safe System approach. This approach begins with a commitment to eliminate fatalities and serious injuries among all road users, and uses thoughtful road and vehicle design to minimize crashes that occur when people make mistakes and to reduce crash forces so that people are less likely to be injured when crashes occur. By designing safety into the road system, deaths and serious injuries are engineered out. While the U.S. differs in cultural and historical context from nations with the longest experience with the Safe System approach, their experience bodes well for similar benefits in this country, if we implement the approach in ways that prioritize safety upgrades in areas most in need.

The Safe System approach differs from conventional road safety methods in ...

Not accepting loss of life

The performance target in a Safe System is zero—the elimination of traffic deaths and serious injuries—rather than incrementally reducing their number. This is much more than rhetoric. It is a different way of pursuing safety.

Selecting the right interventions

Interventions are focused on preventing predictable behaviors such as distraction and fatigue from resulting in high energy crashes. The objective is to make the system tolerant of routine human errors.

Thinking systemically and working proactively

When remedies are found for problem road situations in a Safe System, the solution is applied in similar locations throughout the system. Safety is implemented proactively and systemically rather than solely by reacting to problem spots.

Focusing on survivability, not crashes

The focus of a Safe System is on preventing death and serious injury rather than preventing crashes. Cars can be repaired, human bodies often cannot. Reducing crash forces and protecting road users is the key.

Sharing responsibility

When crashes occur, the focus of a Safe System is on changing the design of the roads or vehicles so they do not happen again, rather than on blaming the victim for their failure to negotiate the system safely. People behave in repeated and predictable ways. The road system should assist them in doing the right thing and reduce opportunities for errors or mistakes. This does not absolve road users from their obligation to behave safely, but acknowledges that safety progress requires collective responsibility.

The Safe System approach starts with a different mindset.^x Our current road system is designed to move cars quickly, with other considerations of secondary importance. The cost of this singular focus over 100 years of road building is a predictable loss of about 100 people per day in the U.S. Change is possible. Other nations have shown that roads can serve mobility needs—for work, business, or pleasure—without creating an extreme risk. They have demonstrated that designing and maintaining the road environment—including sidewalks and bike paths—to fit the needs of people works far better than focusing solely on designing roads for moving vehicles quickly.

The conventional approach to road safety is built on an expectation that people—of all ages and abilities—can safely use the road system if they constantly and consistently maintain a very high level of diligence, care, and skill while on or near the roads. Because people will inevitably make mistakes, the conventional approach addresses safety with a complex set of rules and an elaborate enforcement

and adjudication system. The result is predictable. Laws, enforcement, and adjudication have improved safety, but are only marginally effective in reducing risk when roads are designed to encourage high speeds and require error-free use. Walkers, bicyclists, drivers, passengers, children, young people, disabled people, and the elderly have been killed in the same ways during each of the past 100 years. To expect that it will be different next year, or in the next 100 years, is unreasonable.

The Safe System approach begins by prioritizing the lives of people on and near the roads. Roads in a Safe System are designed to accommodate predictable human limitations and behavior. People are held accountable for reasonable behavior, but normal human lapses in judgment or diligence are expected and roads are configured so that such errors do not lead to death or serious injury. Even with a forgiving design, crashes will occur in a Safe System, so roads are designed to limit crash forces to survivable levels.^{xi}

Safe System Fundamentals

1. Anticipate and accommodate predictable human limitations and behavior such as lapses in diligence, perception, and attention, for example...



Road Diets reduce four-lane undivided roads to two thru lanes plus a center turning lane, calming traffic, reducing the consequences of distraction and inattention and cutting crashes by 19-47%.^{xii}



Pedestrian Hybrid Beacons increase driver awareness of pedestrians crossing mid-block or at unsignalized intersections, overcoming driver inattentiveness or distraction and reducing pedestrian crashes by 55%.^{xiii}

2. Reduce crash forces to levels that are survivable by reducing impact speeds or changing angle of collision, for example...



Roundabouts slow traffic through dangerous intersections and prevent deadly side impacts, reducing severe crashes by 78-82%.^{xiv}



Median Barriers on rural divided highways reduce high-energy head-on crashes by 97%.^{xv}

There are many specific design elements that can be used to improve roads and create a Safe System, such as roundabouts and road diets, but a Safe System is much more than a checklist of road features. In a Safe System, infrastructure owners and operators focus on their responsibility for the safety of all users of the system, using these tools and others thoughtfully and deliberately to design and operate roads that are self-enforcing, leading people intuitively to safe behavior.

The Safe System approach is an essential step toward sustainable mobility. The consequences of our current road system—nearly 40,000 deaths and 3 million serious injuries,^{xvi} and close to \$1 trillion in comprehensive economic impact^{xvii} each year—are simply too high. We need to change our course.

A Case for the Safe System Approach

Evidence of the effectiveness of the Safe System approach can be seen both in the outcomes of nations and cities that have pursued this strategy and in the tools and methods used to achieve this success. A Safe System is not a one-time fix, but rather a distinctly different approach to identifying safety needs and planning and implementing solutions. No nation claims to yet have a fully comprehensive Safe System. However, Australia, New Zealand, Spain, Sweden, and The Netherlands each have more than 20 years of experience with the approach. While it is difficult to evaluate the effects of the Safe System approach in isolation from other factors, a number of nations that have implemented a Safe System have shown sharp reductions in traffic deaths.^{xviii} During this same period, 1990–2017, traffic deaths in the U.S. dropped by 16%.^{xix} Looking more closely at methods, there is ample evidence that the types of interventions used to achieve Safe System objectives are effective in reducing death and injury. Examples include:

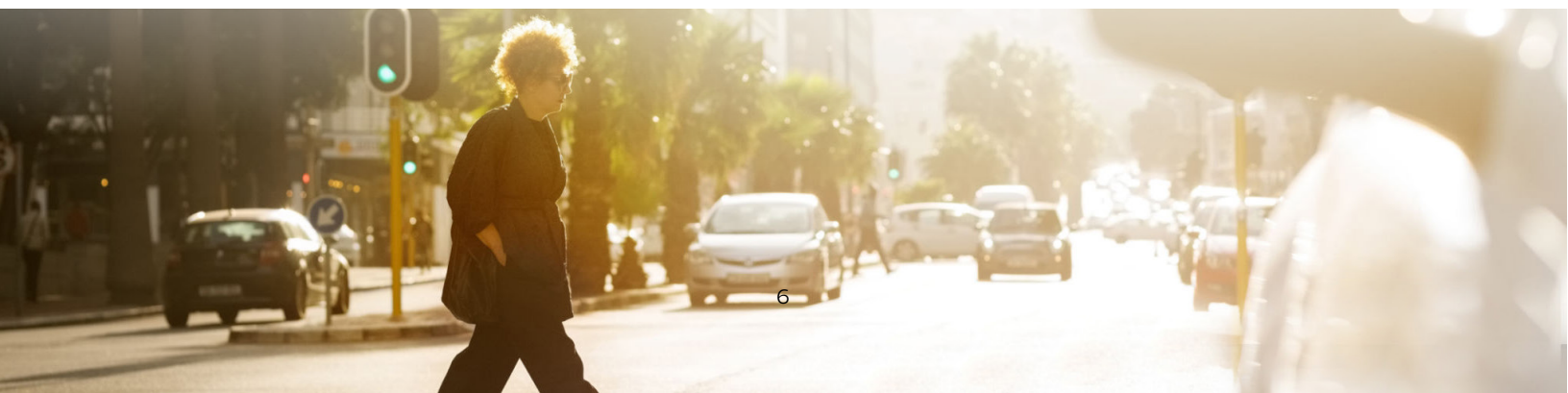
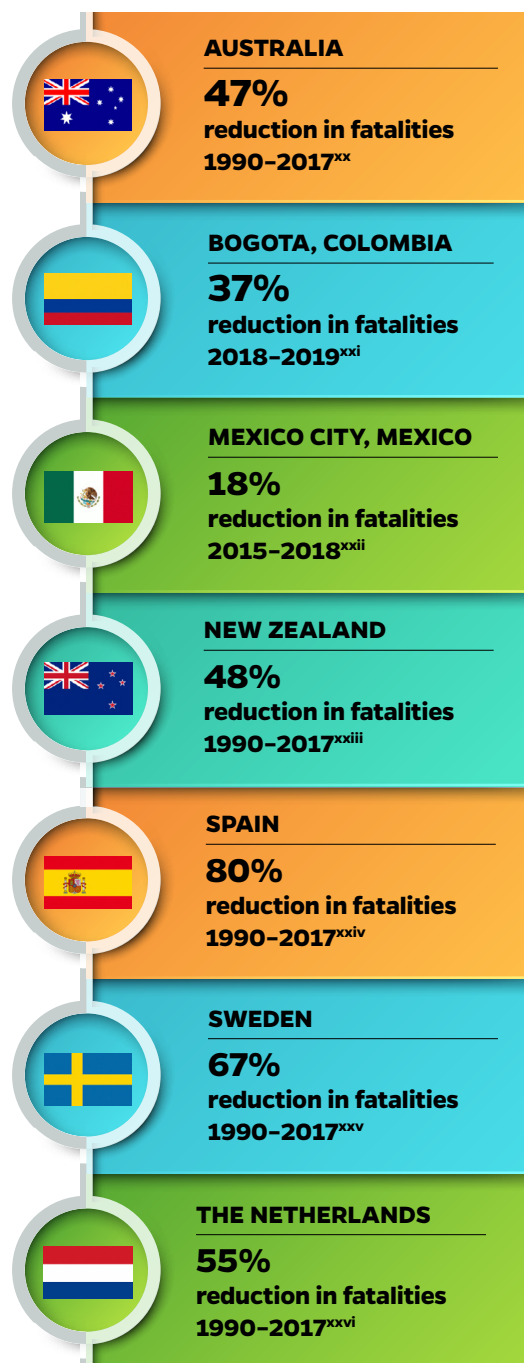
Accommodating human behavior prevents serious crashes

Rumble Strips on road centerlines or shoulders alert inattentive drivers who have strayed from their lane, reducing head-on crashes by 44–64% and run-off-road crashes by 13–51%.^{xxvii}



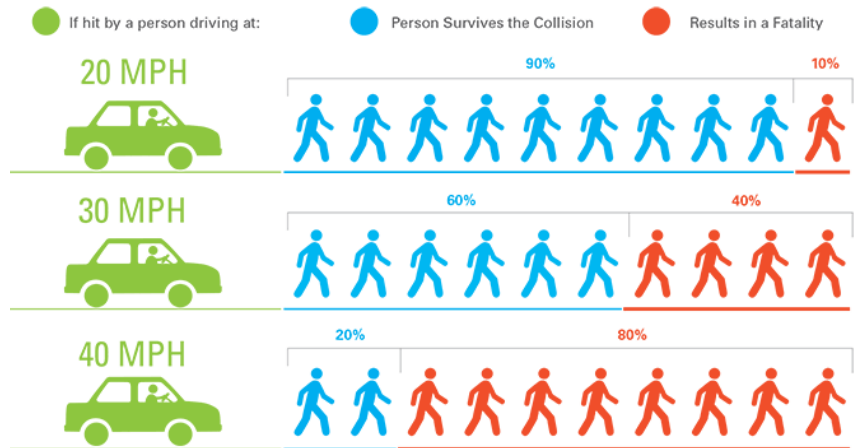
Separated Bike Lanes prevent bicycle-car collisions due to distraction, inattention, or failure to see by either drivers or cyclists. Protected/separated bike lanes are associated with significantly better safety for all road users.^{xxviii}

Examples of Nations and Cities That Have Adopted the Safe System Approach



Lowering crash forces reduces injury

The speed at impact directly affects crash forces and the probability of serious injury or death.^{xxix} While the relationship varies according to the roadway environment, studies show that relatively small changes in speed can result in substantial increases in both crash and injury risk.^{xxx xxi xxi}



San Francisco MTA Vision Zero Action Plan

Working Toward Equity Using the Safe System Approach

The central vision of the Safe System approach is zero traffic deaths and serious injuries—there is no other acceptable number—and getting to zero requires a focus on equity. That is, the goal is to eliminate death and serious injury for everyone using the roads, which includes people of all ages, abilities, races, ethnicities, and income levels. This not only implies, but demands, investment according to need. In a Safe System, we do what it takes to achieve the same outcome for all: zero road deaths and serious injuries.

Transitioning to a Safe System provides opportunities to address a range of safety consequences in communities that have long been underserved and marginalized. Road system owners—including state and local governments and metropolitan planning organizations—will need to select locations for Safe System investments as they work toward widespread implementation. If locations are prioritized thoughtfully, using data that are sensitive to local needs and capture not only the immediate impacts of crashes but also their second- and third-order effects, such as limiting opportunities for physical activity and access to jobs and education, then we can implement the Safe System approach in an equitable way. We can invest first in areas most in need, closing gaps between the well-served and underserved and improving equity as we move forward.

A further way that the Safe System approach can improve equity, especially racial equity, is in its potential to reduce the need for police traffic enforcement. Our current road system relies on traffic enforcement to achieve safety by reducing noncompliant user behaviors resulting from errors—such as failing to see a stop sign—and judgment—such as speeding. While law enforcement programs have contributed significantly to safety in the past,^{xxxiii xxxiv xxxv} the effectiveness of this approach has diminished^{xxxvi} and the negative effects of frequent police traffic stops have become unsustainable. The U.S. Department of Justice Bureau of Justice Statistics reports that about 19 million traffic stops occur each year in the U.S.^{xxxvii} Traffic stops are the most common reason for contact between community members and law enforcement and are a persistent source of racial and economic injustice.^{xxxviii} In a Safe System, roads are designed such that the intuitive behavior is the safe behavior. Designers adjust lane width, sight distance, and other roadway cues so that drivers find the speed at which they feel comfortable driving is within the safe speed limit. Pedestrian crossings and bike paths are designed so that walkers and cyclists find that the easiest way to get across traffic is the safe way. These designs save lives and reduce the need for traffic law enforcement to achieve safety. Achieving a Safe System will take time and the need for police traffic law enforcement will not be displaced in the near future, but moving toward a Safe System puts us on a path toward increased safety with less dependence on enforcement.



The Safe System Consortium Process

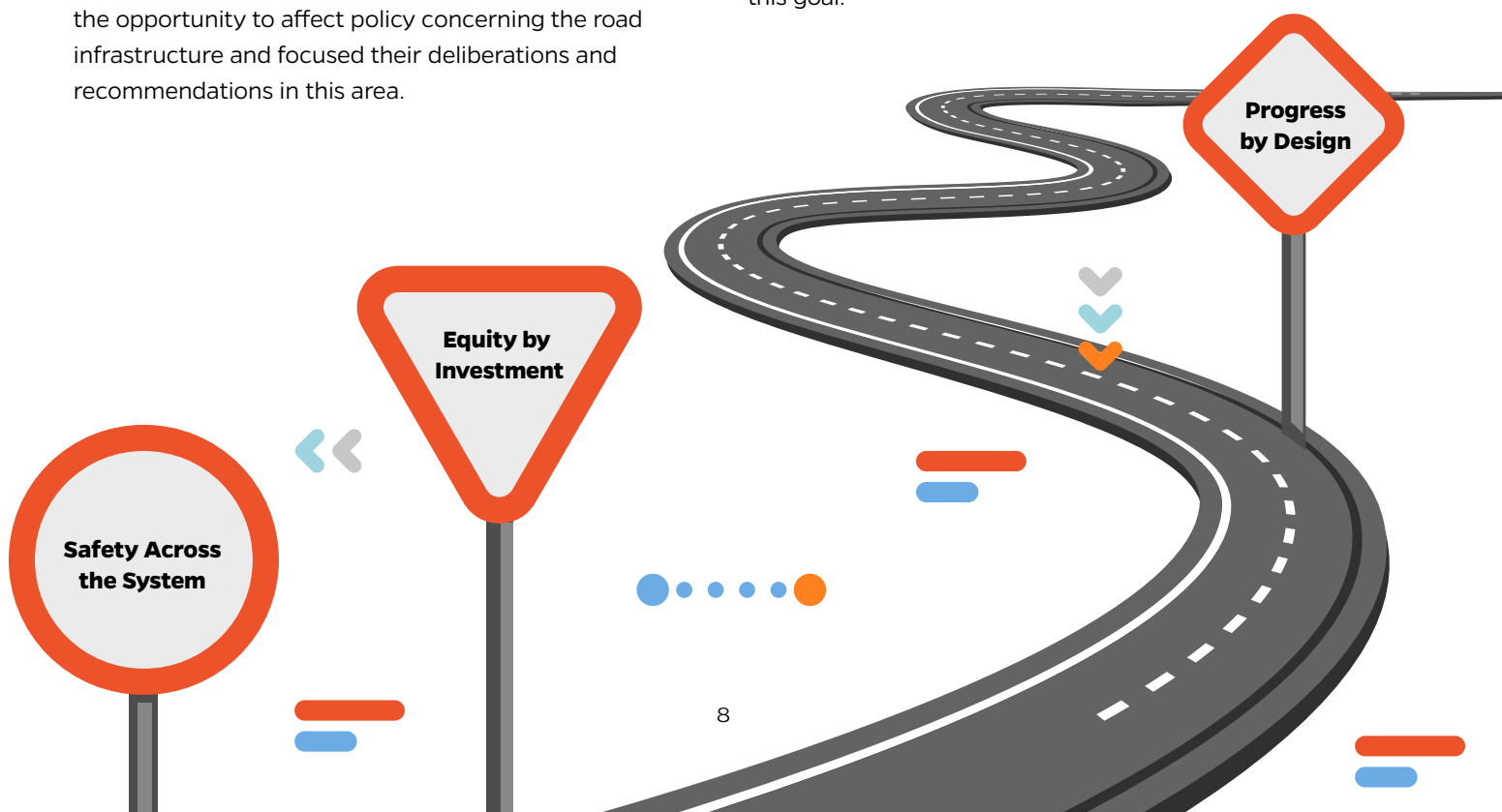
The objective of the Safe System Consortium was to develop an evidence-informed set of priority recommendations for widespread implementation of the Safe System approach based on the best available knowledge and experience. While the recommendations will be useful in a variety of contexts, the Consortium report responds to current opportunities by targeting federal policy and programs.

During 2021, a new federal surface transportation bill will be formulated, a process that entails policy discussions throughout the nation's transportation system, covering a wide range of topics and engaging experts from many fields. Simultaneously, a new political team is in place within the Executive Branch, including the U.S. Department of Transportation, which means a new group of senior leaders with a fresh set of interests and ideas is now in charge. Although interest in the Safe System concept is rapidly spreading, the idea is relatively new in the U.S. and getting the best recommendations in the hands of Congressional and Administration decision makers is an excellent way to inform policy and programs.

While the Safe System concept covers the full scope of the road transportation system—vehicle design, user behavior, and emergency response as well as the roads—the Consortium recognized the immediacy of the opportunity to affect policy concerning the road infrastructure and focused their deliberations and recommendations in this area.

The Consortium was convened by the JHCIRP and the ITE with support from the FIA Foundation. Participants included experts from a diversity of fields with knowledge and experience in the Safe System approach, including road engineers, public health professionals, safety advocates, academics, researchers, and international road safety experts. The group deliberated in a series of meetings and agreed on a set of recommendations that will provide essential resources to enable Safe System adoption and adaption to the U.S. context, maximize the social benefit of improvements to the roadway system by considering equity, offer guidance for local implementation, and remove impediments to progress.

Building a Safe System will transform our communities, reducing loss of life and serious injury, reducing parents' fear for the lives of their small children and teens, and improving equitable mobility and access for everyone. Because safer roads will invite more walking and biking, the benefits can extend to climate change. But these changes will require thoughtful analysis, persistence, and concomitant decisions and policy action at many levels. The Consortium identified three essential areas for change that will set a course for achieving a Safe System—**Safety Across the System, Equity by Investment, and Progress by Design**—and urge unanimous dedication to reaching this goal.





Safety across the System

Changing the U.S. road system is an enormous task requiring strong leadership and adequate resources. There are more than 4 million miles of U.S. roads, and responsibilities for design, operation, maintenance, and improvement are spread among thousands of owners. Local towns, cities, and county governments own nearly 80% of road-miles. States own most of the remainder and only about 3% is owned by the federal government and tribal governments.^{xxxix}

The Consortium recognizes the need to leverage the federal surface transportation bill and the influence that the hundreds of billions of dollars authorized by this legislation can have—directly and indirectly—on road owners across the nation. The Consortium also recognizes the influence that transportation has on other social needs such as housing, employment, education, health, and the environment, and urges a broader consideration of sources for funding, collaborations, and other resources that could facilitate realization of a holistic vision for a Safe System.

Leadership is needed to address a significant barrier to Safe System implementation, the entrenched assumption that crash injuries are exclusively the fault of the victim or other road user and that road or vehicle designers can do little to compensate. While road users should be expected to take reasonable care, blaming the victim for crash injuries lessens the motivation for improvements to the system—both to roadway and vehicle design—and only prolongs the safety problem.



Recommendations

Set expectations for allocation of federal funding to advance the Safe System approach.

- Require that Safe System principles be followed when federal funds are used for road design and operation.
- Incentivize and support adoption of the Safe System approach as the basis for Vision Zero strategies at federal, tribal, state, and local levels, including dedicated funding for evidence-based strategies such as road diets, protected bike lanes, and roundabouts, when used as part of a Safe System.
- Create a new Safe System program within the Federal Highway Administration (FHWA) Surface Transportation Block Grant Program supporting implementation of projects meeting the Safe System definition.

Demonstrate the benefits of the Safe System approach.

- Conduct a multiyear incentive-funded program for states to establish Safe System demonstration sites nationwide.

Stimulate system improvement by leading government-wide change in the attribution of crash causation.

- Create an Executive Order directing federal agencies to review programs and policies for opportunities to reduce road safety victim-blaming and to develop plans for implementing change.
- Require that the Secretary of Transportation update the 2008 National Motor Vehicle Crash Causation Study, focusing on the role that road and vehicle design improvements could have in preventing crashes and injuries.

Increase public awareness of the potential of safe roads and greatly reduced crash deaths.

- Develop and conduct a national Vision Zero/Safe System awareness and education campaign that is culturally sensitive and based on evidence, and monitor effects on traffic safety culture.



Consortium Recommendations for Safer Vehicles

Although its charge focused on road infrastructure, the Consortium recognizes the importance of other parts of the system, including vehicle safety. Vehicle safety technology is a key ingredient of a Safe System and could make a major contribution to reductions to crash deaths over coming decades. Advanced driver assistance systems (ADAS) such as automatic emergency braking (AEB) and lane-keeping assist are entirely consistent with Safe System principles, improving safety by compensating for limitations in driver performance. Passive driver impairment detection systems, with the potential of their being built into every new vehicle, have been in development for more than a decade and offer a means for accommodating and controlling alcohol use behaviors that have proven highly resistant to other countermeasures.

Prevent and mitigate crashes by accelerating adoption of ADAS.

Establish expectations for minimum performance levels and implementation rates of ADAS technologies including AEB, blind zone detection systems, lane departure warning, and lane-keeping assist.

Prevent impaired drivers from endangering themselves and others.

Develop a national strategy and timeline for introducing impairment detection technology in new vehicles with the goal of implementing the devices in all new vehicles.

Consortium Recommendations to Achieve:

Equity through Investment

When applied equitably, Safe System investments are made proactively and systemically to prevent serious crashes and reduce crash forces where crashes persist, saving lives, improving mobility, and enhancing access to health determinants across the community. However, achieving equity in Safe System investment will require overcoming structural racism in long-standing processes that have been barriers to improving roads in historically underserved communities and communities of color. Other barriers include a lack of engagement of marginalized communities in investment-related decision-making by local authorities^{xi} and lack of measurement methods that are sensitive to the range of health-related consequences of transportation infrastructure conditions.^{xii}

The following recommendations are intended to reduce the risks faced by road users in underserved communities and optimize the potential for a Safe System to contribute to transportation equity and health equity. These actions will bolster leadership for equitable investment of resources for Safe System implementation and upgrade decision-making criteria that overlook the needs of some communities and fail to recognize the range of health-related implications of underinvestment in road infrastructure in historically underserved communities. The Consortium recognizes that while Safe System implementation can lead to substantial improvements in transportation equity, sustainable solutions will require the involvement of other sectors and partners and a commitment to long-term policy and system changes that address the root causes that limit racial, ethnic, economic, and social equity.

Recommendations:

Incorporate a principles statement (Sense of Congress) addressing the Safe System approach and transportation equity in the federal surface transportation bill.

Set expectations for allocation of federal funding to improve equity in road transportation.

- Require that road safety equity that addresses place-based disadvantage and disinvestment be included as a factor in project selection decisions when using federal funding, and encourage states to use a similar factor in allocating state funding.
- Change the FHWA Highway Safety Improvement Program (HSIP) project selection criteria to prioritize reducing gaps in safety—for people walking and bicycling as well as vehicle occupants—between well-served and underserved communities.
- Convene a federal interagency task force charged with identifying sources of funding across the Executive Branch to support implementation of a Safe System in historically underserved communities.
- Incentivize use of federal funds to advance safety equity through Safe System investments.

Reduce barriers to implementing Safe System projects in historically marginalized communities.

- Reduce or eliminate local match requirements for Safe System projects in lower-income communities and communities of color.
- Require that local transportation decision makers such as Metropolitan Planning Organizations (MPOs) include meaningful engagement of representatives of underserved communities in transportation investment allocation decision processes and policies.
- Require that recipients of federal funds collect race and ethnicity data for people involved in crashes and traffic stops using methods based on new federal guidance, as a means for improving knowledge of racial inequities.

Improve confidence among state, local, and American Indian/Alaska Natives tribal agencies in making decisions on Safe System projects that could improve equity.

- Identify or develop and demonstrate a process for assessing gaps in road safety across communities, including the availability of safe walking and cycling facilities.
- Develop guidance on project prioritization schemes that address equity and the Safe System approach.
- Provide training to support investments in the Safe System approach in historically marginalized communities and/or those with high rates of motor vehicle deaths, including American Indian/Alaska Native tribal lands.
- Develop guidance for measuring the full range of benefits from Safe System projects, including benefits to transportation safety, health equity, safety equity, and access to health determinants such as education, employment, and health care services.



Consortium Recommendations to Achieve:

Progress by Design

The Safe System concept is new to most authorities that are responsible for road systems in the U.S., and detailed guidance will be needed to stimulate and steer progress in implementation.

The Consortium recommends that federal transportation officials develop training and implementation tools and educate state and tribal departments of transportation to assist them in becoming proficient in Safe System principles and practice. State and tribal departments should then prioritize training for local road owners to enable them to analyze their problems and effectively implement Safe System solutions.

Safe System principles need to be incorporated in foundational policy and guidance documents that steer the design and operation of roads, such as the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design, the Highway Safety Manual, and the Manual on Uniform Traffic Control Devices. Of particular importance is guidance on setting safe speed limits based on evidence of human injury tolerance.



Adoption of Safe System principles will change the practices of most professionals who work with the road infrastructure, and in the longer term will significantly change roles of some stakeholders such as law enforcement officers. The Consortium recognizes that guidance will be needed to make smooth professional transitions. For example, with more intuitive, self-enforcing roads, law enforcement officers will have more time to participate in problem identification, using their familiarity with traffic behaviors to diagnose problems and suggest Safe System solutions.



Recommendations:

Develop a Safe System toolbox to support proactive, systemic implementation of the Safe System approach in urban, suburban, and rural environments.

- Develop materials and outreach to assist state DOTs in adopting Safe System principles, including new information addressing the implications of shared responsibility for tort law and guidance on behavioral expectations for road users.
- Develop and disseminate new materials to define the relationship of traffic safety culture to a Safe System.
- Develop a road safety gap analysis tool covering walkers, bicyclists, and vehicle occupants, including the capability to assess injury risk in crashes based on kinetic energy levels in predicted crash types.
- Evaluate the use of conflict measurement tools, including observation methods and advanced technologies, for predicting crashes in low-incidence locations.
- Demonstrate the use of Vision Zero for Youth as a technique for introducing Safe System concepts at the local level.

Identify new roles for safety stakeholders—aligned with the Safe System concept.

- Demonstrate roles of additional stakeholders, including law enforcement and community members, in performing safety audits and diagnosing problems with road user interaction with infrastructure.
- Increase engagement of public health professionals in long-range transportation planning.
- Model new professional relationships at the federal level by establishing a joint research office serving both FHWA and the National Highway Traffic Safety Administration (NHTSA) and focused on understanding and improving the interaction of road users with infrastructure to achieve self-enforcing roads.

Actively engage with the international community of leaders working toward implementation of the Safe System approach.

- Increase engagement of the U.S. DOT in global road safety leadership through the United Nations and otherwise as a means for exchanging experience and insights with international safety experts on Safe System implementation.



Develop new techniques to facilitate Safe System adoption by underserved communities.

- Demonstrate a pathway to a Safe System for rural and underserved communities, including American Indian/Alaska Native tribal lands, addressing project prioritization, resource identification, and implementation.
- Develop an incentive-funded program to encourage state DOTs to conduct technical assistance on Safe System principles and solutions for community infrastructure owners—with particular attention to underserved communities.
- Require that states receiving federal funds provide technical assistance for Safe System implementation to jurisdictions with limited resources.

Change road design operation practice norms to accommodate the Safe System approach.

- Integrate the Safe System approach, including setting safe speed limits based on evidence of injury tolerance, in key foundational tools such as the AASHTO Policy on Geometric Design, the Highway Safety Manual, and the Manual on Uniform Traffic Control Devices as well as state and local design and operation manuals.
- Develop and disseminate new training tools to assist state, tribal, and local road designers and operators in setting speed limits according to evidence on human injury tolerance.

Incorporate Safe System concepts and values in core professional training.

- Include Safe System and transportation equity objectives in ABET civil engineering accreditation standards.

Priority Recommendations for Implementing the Safe System Approach from the Safe System Consortium

The following priority recommendations were developed by the Safe System Consortium convened in the spring of 2021 by the Center for Injury Research and Policy at Johns Hopkins Bloomberg School of Public Health and the Institute of Transportation Engineers with support from the FIA Foundation. The Consortium gathered recognized experts from a range of fields with knowledge and experience in the Safe System approach, including road engineers, public health professionals, safety advocates, academics, researchers, and international road safety experts.

Recommendations for Congressional Action:

- Require that Safe System principles be followed when federal funds are used for road design and operation.
- Create a new Safe System program within the Federal Highway Administration (FHWA) Surface Transportation Block Grant Program supporting implementation of projects meeting the Safe System definition.
- Incentivize and support adoption of the Safe System approach as the basis for Vision Zero strategies at federal, state, and local levels, including dedicated funding for evidence-based strategies such as road diets, protected bike lanes, and roundabouts, when used as part of a Safe System.
- Incentivize use of federal funds to advance safety equity through Safe System investments.
- Incentivize Safe System adoption by creating a multiyear incentive-funded program for states to establish demonstration sites nationwide.

Recommendations for the Biden Administration:

- Convene a federal interagency task force charged with identifying sources of funding across the Executive Branch to support implementation of a Safe System in historically underserved communities.
- Develop guidance for measuring the full range of benefits from Safe System projects, including direct benefits to transportation safety, health equity, safety equity, and access to health determinants such as education, employment, and health care services.
- Demonstrate a pathway to a Safe System for rural and underserved communities, including American Indian/Alaska Native tribal lands, addressing project prioritization, resource identification, and implementation.
- Create an Executive Order directing federal agencies to review programs and policies for opportunities to reduce road safety victim-blaming and to develop plans for implementing change.
- Work with road infrastructure constituents to integrate the Safe System approach, including setting safe speed limits based on evidence of injury tolerance, in key foundational tools such as the AASHTO Policy on Geometric Design, the Highway Safety Manual, and the Manual on Uniform Traffic Control Devices, as well as state and local design and operation manuals.



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