



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

NOVEMBER 18, 2021  
12:00 - 1:30 PM

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



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Board of Directors Meeting Agenda

November 18, 2021

12:00 – 1:30 p.m.

The Board of Directors 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](http://ozarkstransportation.org)**

Call to Order .....NOON

#### I. Administration

##### A. Roll Call

##### B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lear)

#### BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

##### C. Public Comment Period for All Agenda Items ..... Tab 1 (5 minutes/Lear)

Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on November 17<sup>th</sup> to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at [www.giveusyourinput.com](http://www.giveusyourinput.com). These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

##### D. Adoption of the Consent Agenda..... Tab 2 (5 minutes/Lear)

- September 16, 2021 Minutes
- Financial Statements for 1<sup>st</sup> Quarter 2021-2022 Budget Year
- FY 2022-2025 TIP Amendment Two
- Safety Targets

Any member may request removal of an item from the Consent Agenda at this time. Any abstentions may be noted for any item on the Consent Agenda.

#### BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

- E. Informational Items ..... Tab 3**  
(5 minutes/Fields)
- FY 2021-2022 UPWP Administrative Modification One
  - FY 2022-2025 TIP Administrative Modification One
  - Board of Directors 2022 Meeting Schedule

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

- F. Executive Director’s Report**  
(5 minutes/Fields)

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

- G. MoDOT Update**  
(10 minutes/MoDOT)

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

- H. Legislative Reports**  
(10 minutes/Lear)

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

- I. Ozark Greenways Update**  
(10 minutes/Kromrey)

Ozark Greenways’ Executive Director Mary Kromrey will be providing an update regarding activities of Ozark Greenways.

**II. New Business**

- A. 2023-2027 STIP Priorities ..... Tab 4**  
(15 minutes/Fields)

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

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PROPOSED 2023-2027 STIP PROJECT PRIORITIES**

- B. Unfunded Needs ..... Tab 5**  
(5 minutes/Miller)

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

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE MODOT UNFUNDED NEEDS LIST**

- C. Unfunded Multimodal Needs ..... Tab 6**  
(5 minutes/Thomason)

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MODOT UNFUNDED MULTIMODAL NEEDS LIST**

- D. 2020 State of Transportation Report ..... Tab 7**  
(5 minutes/Longpine)  
Staff will provide an overview of the 2020 State of Transportation Report.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

- E. FY 2022 Operational Budget Amendment Two ..... Tab 8**  
(5 Minutes/Fields)  
An amendment is proposed to the OTO Operational Budget for FY 2022.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2022 OPERATIONAL BUDGET AMENDMENT #2**

- F. OTO Bylaw Amendment ..... Tab 9**  
(5 minutes/Fields)  
OTO Staff is proposing to modify the duties of the OTO Treasurer.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE BYLAW AMENDMENT**

- G. OTO Resolution #2021-1..... Tab 10**  
(5 minutes/Fields)  
OTO Staff is proposing a Resolution to allow the Executive Director to approve payments.

**BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE RESOLUTION**

- H. Appointment of 2022 OTO Officers ..... Tab 11**  
(5 minutes/Jansen)  
The OTO Board of Directors Nominating Committee will present the 2022 Slate of Officers and the Executive Committee members (1-year term).

**BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT THE 2022 OTO OFFICERS AND EXECUTIVE COMMITTEE AS PRESENTED**

**III. Other Business**

- A. Board of Directors Member Announcements**  
(5 minutes/Board of Directors Members)  
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.
- B. Transportation Issues for Board of Directors Member Review**  
(5 minutes/Board of Directors Members)  
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.
- C. Articles for Board of Directors Member Information ..... Tab 12**  
(Articles attached)

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



The next Board of Directors regular meeting is scheduled for Thursday, January 20, 2022 at 12:00 P.M. in person and via Zoom.

#### Attachments

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](http://www.ozarkstransportation.org) or call (417) 865-3042.

**TAB 1**

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.C.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are Public Comments for the time frame between September 16, 2021 and November 10, 2021. Any additional public comment received by November 17, 2021 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.



## PUBLIC COMMENT



**Area of concern:** Battlefield at Carver Middle School

**City/County of concern:** Springfield/Greene County

**Date received:** 09/28/2021

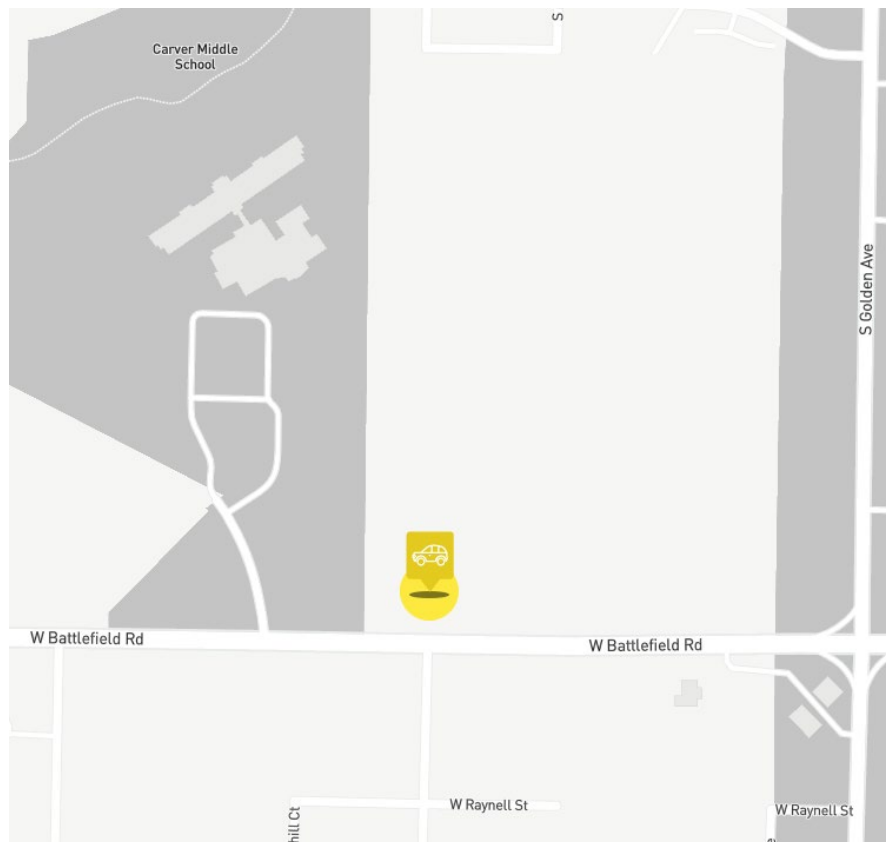
**Received through:** Map-A-Concern (OTO website)

**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:** 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 ---->**

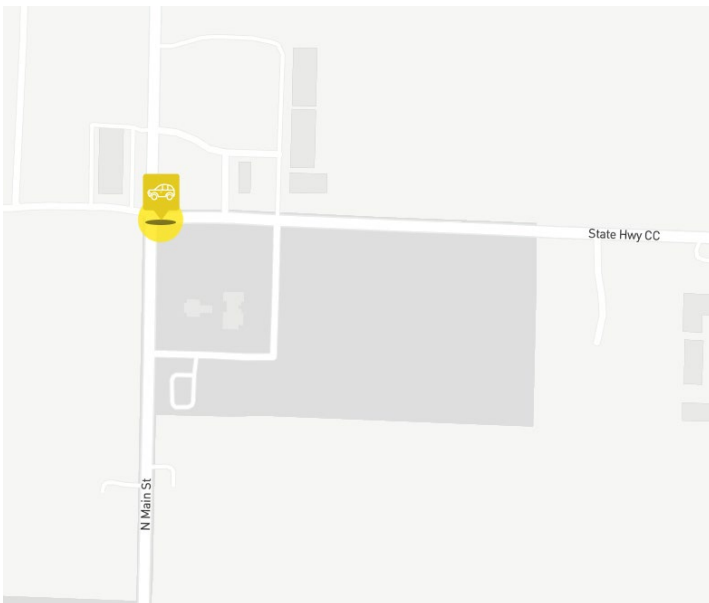
Maybe a roundabout at this intersection would work better.

### **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:** Phone/Technology usage

**City/County of concern:**

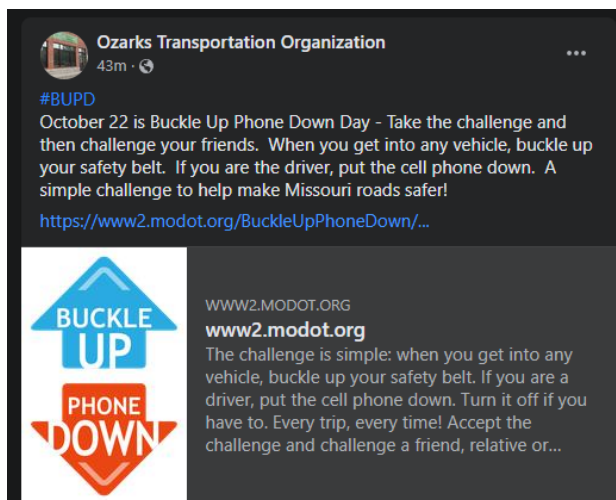
**Date received:** 10/21/2021

**Received through:** Facebook

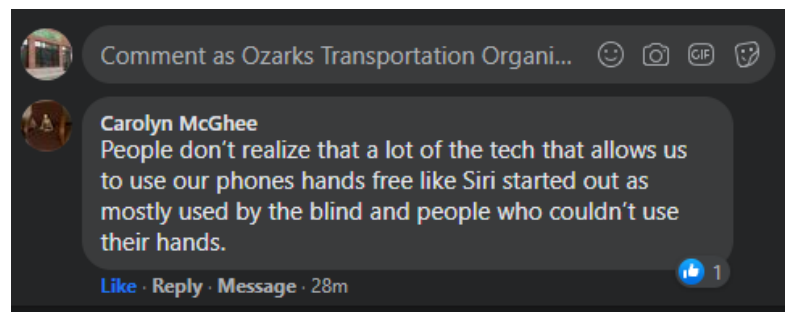
**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### *OTO's Original Posting*



### *Facebook Comment*



**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** E-Scooters

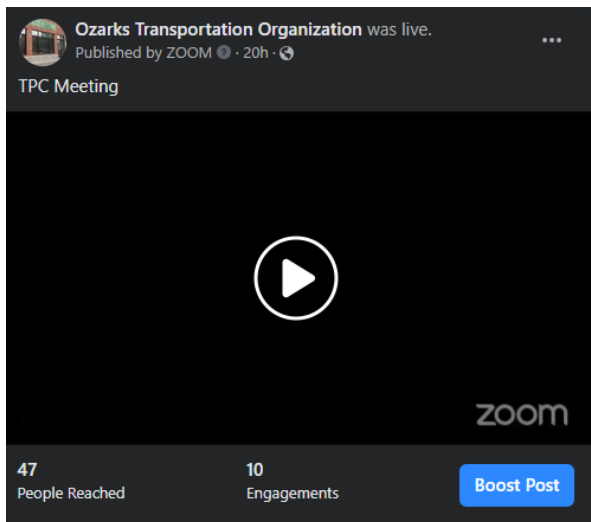
**City/County of concern:** Springfield/Greene County

**Date received:** 10/20/2021

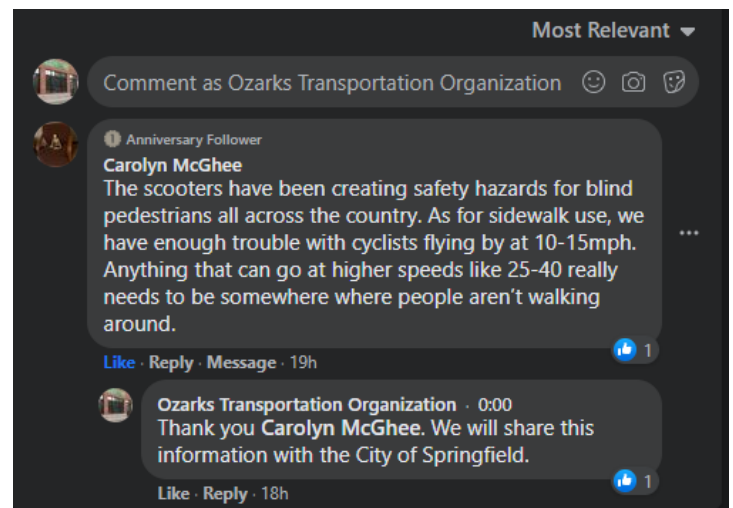
**Received through:** Facebook

**Contact Name:** Carolyn McGhee **Contact Email/Ph #:** not available

### OTO's Original Posting



### Facebook Comment



**OTO Response:** See response above



## 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:** Highway 13 and Farm Road 135 area

**City/County of concern:** Greene County

**Date received:** 10/06/2021

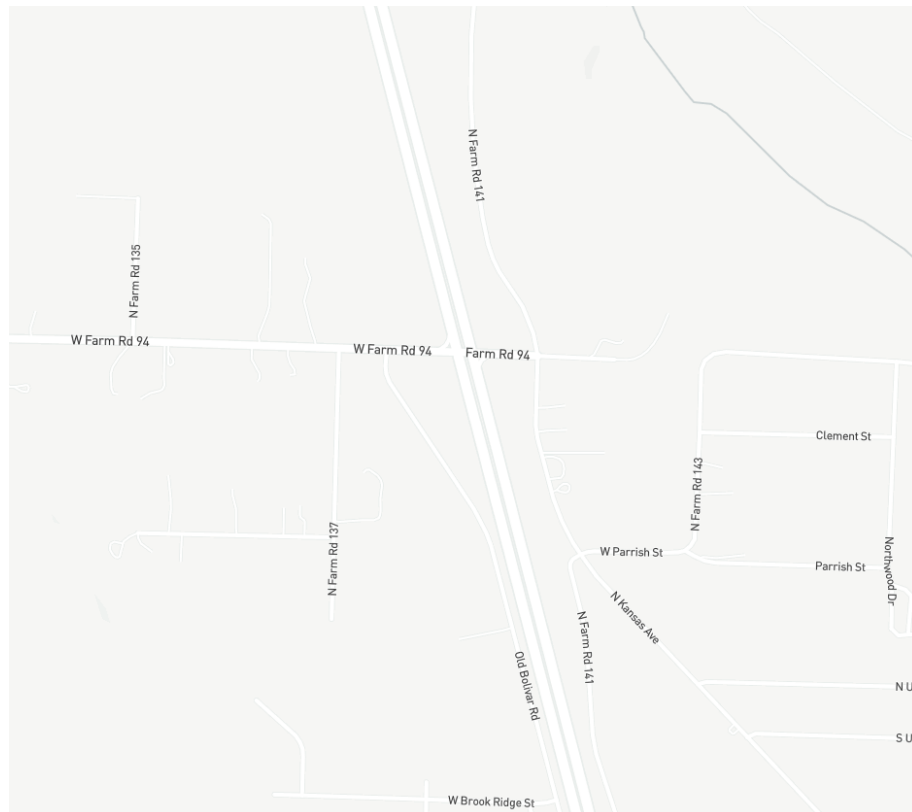
**Received through:** Facebook

**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:** 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:** Massey Blvd and Rosedale Road

**City/County of concern:** Nixa/Christian County

**Date received:** 10/26/2021

**Received through:** Map-A-Concern (OTO website)  
and Email

**Contact Name:** Travis Garland

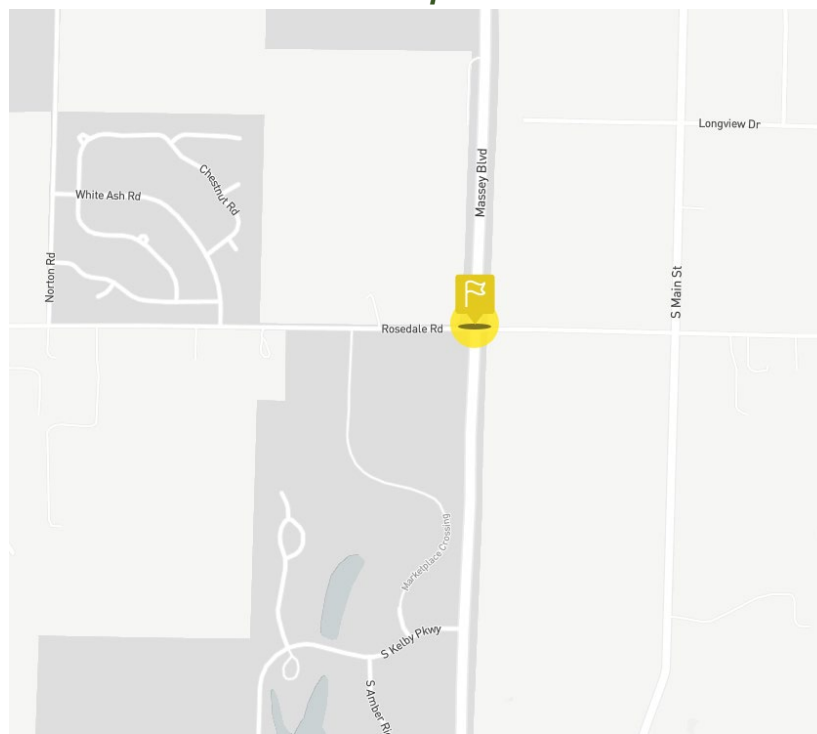
**Contact Email/Ph #:**

**Map-A-Concern Comment:** Needs to be a traffic signal here

**Email received:**

There needs to be a traffic light at Rosedale and 160 there has been to many accidents there how many people have to get hurt/die before you guys do something?

**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

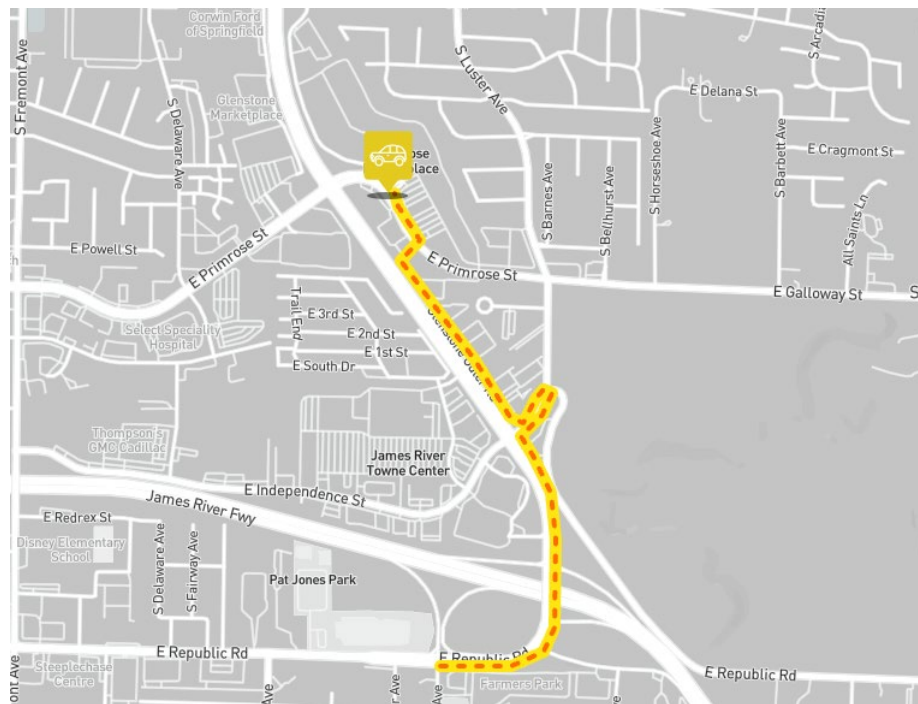
**Contact Email/Ph #:** not available

**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:** 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:** Sunshine and Haseltine

**City/County of concern:** Greene County

**Date received:** 09/28/2021

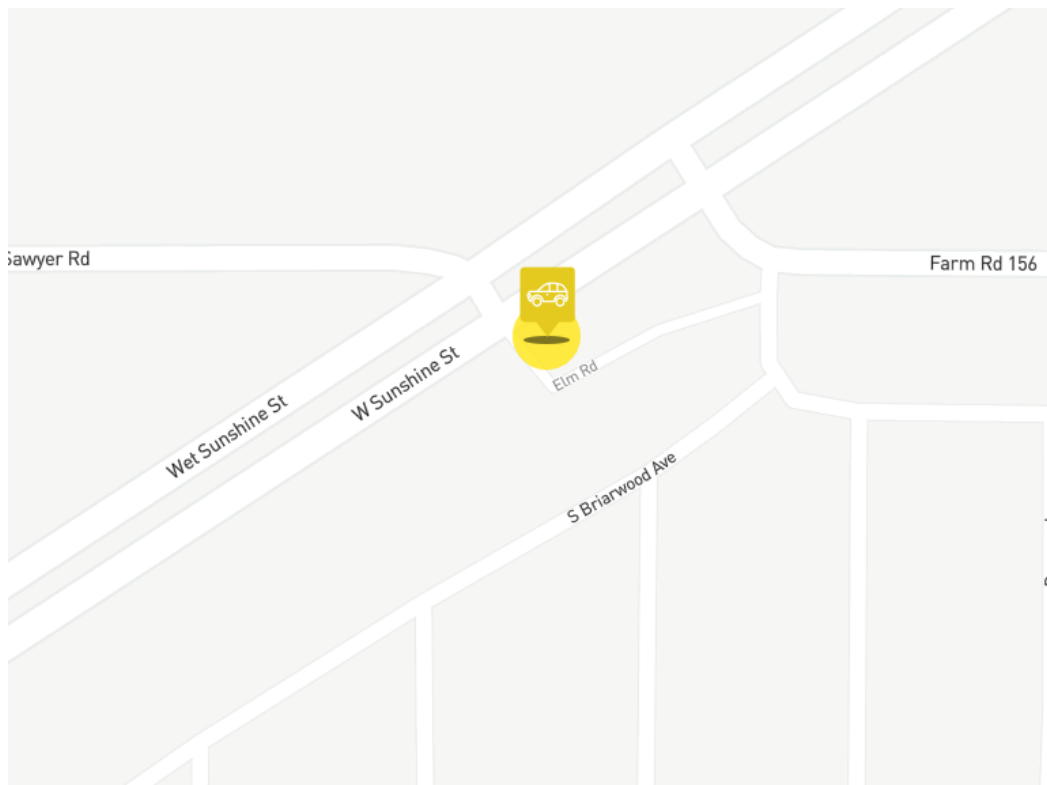
**Received through:** Map-A-Concern (OTO website)

**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

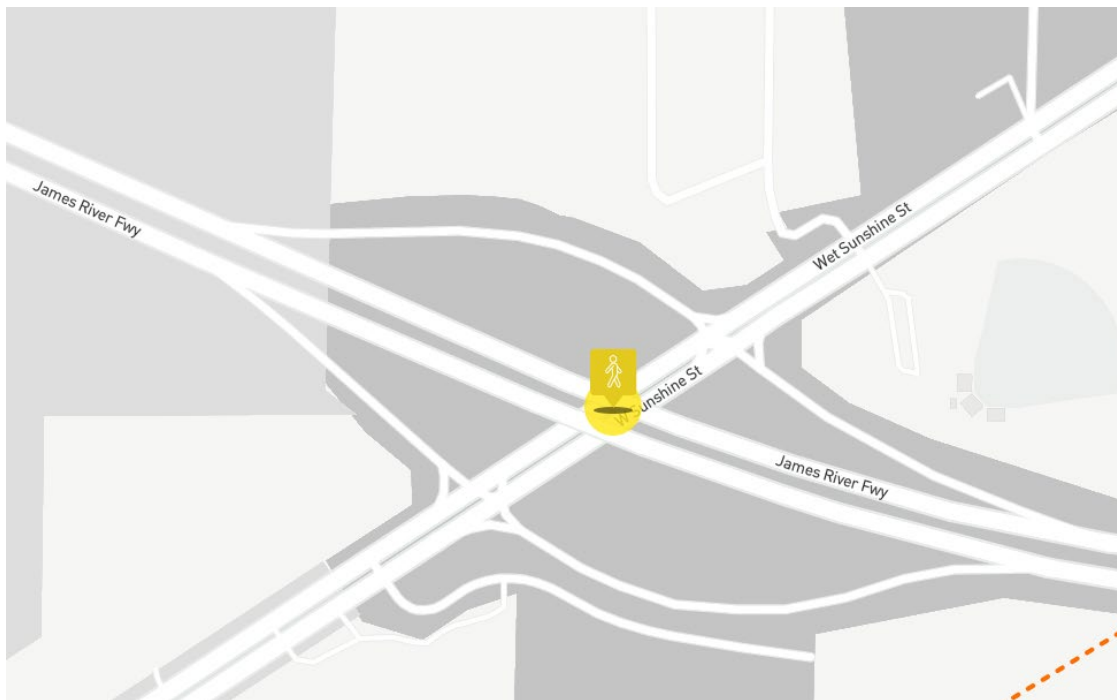
**Received through:** Map-A-Concern (OTO website)

**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:** West Bypass and Sunshine

**City/County of concern:** Springfield/Greene County

**Date received:** 09/28/2021

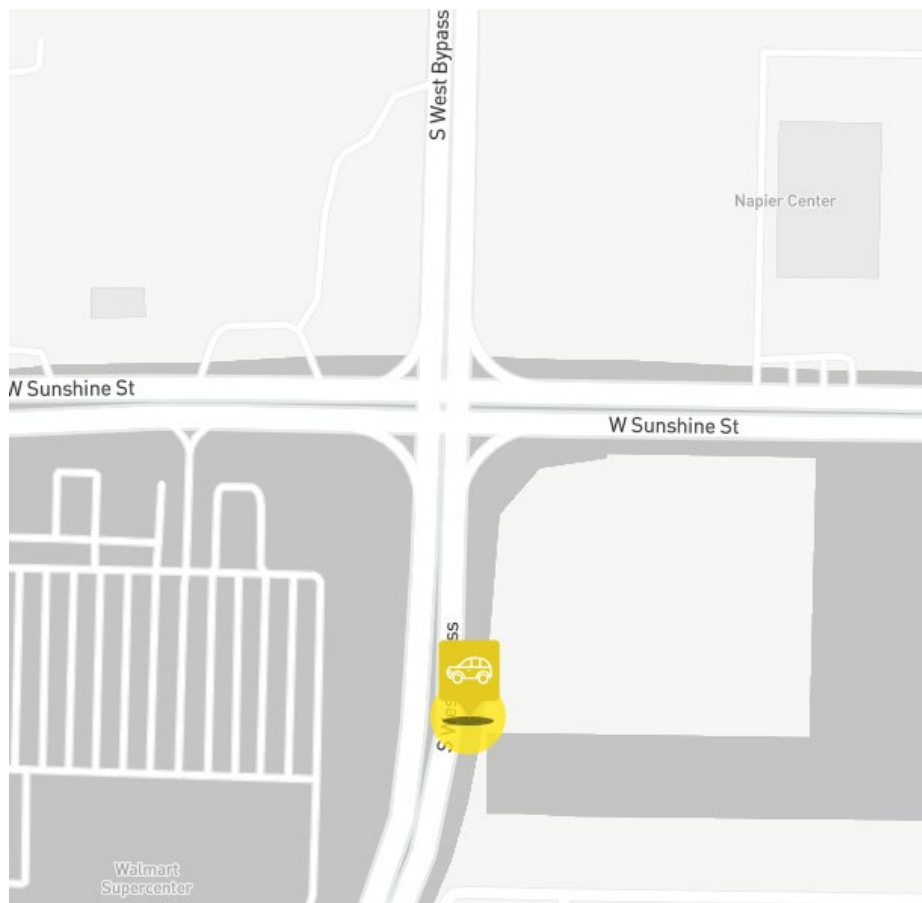
**Received through:** Map-A-Concern (OTO website)

**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



**TAB 2**

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.D.**

**Consent Agenda**

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

**AGENDA DESCRIPTION:**

Items included on the Consent Agenda:

- September 16, 2021 Minutes
- Financial Statements for 1<sup>st</sup> Quarter 2021-2022 Budget Year
- FY 2022-2025 TIP Amendment Two
- Safety Targets

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to adopt the Consent Agenda.”

OR

“Move to adopt the Consent Agenda with the following changes...”

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.D.**

**September 16, 2021 Meeting Minutes**

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

**CONSENT AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors September 16, 2021 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.

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
SEPTEMBER 16, 2021**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in-person and using the Zoom video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. Chuck Branch, Citizen-at-Large	Mr. James O’Neal, Citizen-at-Large
Mr. Steve Campbell, MoDOT	Ms. Stacy Reese, MoDOT (a)
Mr. Steve Childers, City of Ozark (a)	Mr. John Russell, Greene County (Vice-Chair)
Mr. Jerry Compton, Citizen-at-Large	Mr. Mike Schilling, City of Springfield
Mr. Travis Cossey, City of Nixa (a)	Ms. Martha Smartt, City of Strafford (a)
Mr. Skip Jansen, City Utilities Transit	Mr. Dan Smith, City of Springfield (a)
Mr. Andrew Lear, City of Springfield (Chair)	Mr. Tommy VanHorn, City of Battlefield (a)
Mr. Rusty MacLachlan, Greene County	Mr. Richard Walker, Springfield Citizen-at-Large
Mr. Lynn Morris, Christian County	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Bradley McMahon, FHWA
Mr. David Cameron, City of Republic (a)	Mr. Brian Weiler, Springfield-Branson Airport (a)
Mr. Brad Gray, City of Willard (a)	

Others Present: Mr. Frank Miller, MoDOT; Ms. Sonya Anderson, Senator Roy Blunt’s Office; Mr. Ralph Phillips, Christian County; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Lear called the meeting to order at approximately 12:03 p.m.

**I. Administration**

**A. Welcome and Roll Call**

Member	Vote	Member	Vote
Mr. Chuck Branch	Present	Mr. Lynn Morris	Present
Mr. David Cameron	Absent	Mr. James O’Neal	Present
Mr. Steve Childers	Present	Mr. John Russell	Present
Mr. Jerry Compton	Present	Mr. Mike Schilling	Present
Mr. Travis Cossey	Present	Ms. Martha Smartt via Zoom	Present
Mr. Brad Gray	Absent	Mr. Dan Smith	Present
Mr. Skip Jansen	Present	Mr. Tommy VanHorn via Zoom	Present
Mr. Andrew Lear via Zoom	Present	Mr. Richard Walker	Present
Mr. Rusty MacLachlan	Present	Mr. Brian Weiler	Absent

A quorum was present.

**B. Approval of Board of Directors Meeting Agenda**

Mr. Childers moved to approve the September 16, 2021 agenda. Mr. Russell seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	--

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

**C. Approval of July 15, 2021 Meeting Minutes**

Mr. Jansen moved to approve the minutes from the July 15, 2021 meeting. Mr. Childers seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	--

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

**D. Public Comment Period for All Agenda Items**

Chairman Lear advised there were public comments included in the packet. Chairman Lear asked for comments or questions.

**E. Executive Director's Report**

Ms. Fields reported a new camera system was installed in the conference room. It is working well so far. Also, there has been a transition from Kindles to iPads.

The Missouri Highways and Transportation Commission was in Springfield September 8<sup>th</sup> & 9<sup>th</sup>. They held two workshops along with their regular meeting. One workshop was on employee compensation. The second workshop was concerning low volume roads, which are roads with less than 400 vehicles per day. Funding distribution is based on volume, population, and employment. During their regular scheduled meeting, Ms. Fields, along with Mr. Morrow with the Springfield Chamber of Commerce and Mr. Cameron with the City of Republic, had the opportunity to present issues facing Springfield, congestion and safety needs, and the upcoming development in Republic. OTO's outreach to Legislators in regard to passing Senate Bill 262 was based on an unfunded needs list and completing these projects, not diverting funding for other purposes/areas. Their next meeting is October 7<sup>th</sup>.

OTO continues to monitor federal legislation. Earmarks out of the House may still be a possibility. The original Earmark list included \$4 million for the Chadwick Flyer, \$1.8 million for I-44, \$3 million for the Grant Street Streetscape and Underpass at MSU, and \$3.2 million for MM.

OTO staff have been working on STIP Prioritization and it is complete in Committee. It will go before the Technical Planning Committee and the Board of Directors for final approval.

OTO is negotiating a contract for the North 13 Corridor Study. It should start within the next 30 days with public input. A public meeting is planned in October which will be held on-line and in person.

Agreements for the Battlefield FF Study, Ozark Chadwick Flyer Highway 65 Crossing Study are in place. Contracts and consultants will be decided soon.

The Legislative Breakfast will be held November 3, 2021 at The Old Glass Place from 7:30 am – 9:00 am. Save the Date emails will be sent out soon.

Ms. Debbie Parks recently started with OTO. Ms. Parks formerly was the Republic Finance Director and prior to that worked for OTO.

#### **F. MoDOT Update**

Mr. Campbell thanked all of those who were able to attend the Missouri Highways and Transportation Commission meeting and/or workshops. Those in attendance spoke highly of the OTO area and how everyone works together.

MoDOT is working toward preparing for the winter season. There are a lot of jobs posted as well as a lot of hiring happening. They continue to see workforce challenges.

District Administrative Officer Scott Bachman is retiring. Greg Chapman, who was formerly District Construction Materials Engineer, will be his replacement.

The Missouri Highways and Transportation Commission took action during one of the workshops in Springfield to support a market-based adjustment to MoDOT's salary structure which is not a blanket cost of living adjustment. It is a strategically placed market-based adjustment that varies across the job titles at MoDOT which is included in the appropriations request for Fiscal Year 2023.

The Commission also took action on MoDOT's Legislative Priorities. The Commission will be focusing on one item which is distracted driving.

The number of bridges in poor condition has plateaued. This is due to a great planning process and bridge plan for the SW District. It is a good indicator that progress is being made.

MoDOT is currently working towards completing their summer work projects. The biggest project MoDOT is getting ready to open is the Missouri-Arkansas connector.

#### **G. Legislative Reports**

Ms. Anderson, with Senator Blunt's Office, provided an update that the Senate has been in recess for their state work period since mid-August. They have just returned to Session. Right before they went to break, the Senate passed the bi-partisan Infrastructure Bill, in a vote of 69-30. This is a large package that Senator Blunt had been negotiating. This bill is estimated to bring at least \$8 billion to the State of Missouri. Out of that \$8 billion it is estimated that Missouri will receive approximately \$6 billion for federal highway programs and over \$480 million for bridge repair and replacement.

That bill is now in the House. The deadline for the House to bring up the bill is September 27<sup>th</sup>. The bill also includes the Surface Transportation reauthorization which is very important to Missouri.

The end of the fiscal year is September 30<sup>th</sup>. The budget deadline is approaching for the House and Senate Committees to set their recommendations for the budget committees.

Senator Blunt's office appreciates the support letters from the OTO area they have been receiving for the expansion of I-44 to six lanes.

## **II. New Business**

### **A. Financial Statements for 4<sup>th</sup> Quarter 2020-2021 Budget Year**

Ms. Fields stated the fourth quarter financial statements for the 2020-2021 Budget Year were included for consideration. This period includes April 1, 2021 through June 30, 2021. The fourth quarter expenses total 80.0 percent of the budget. The revenue was 74.3 percent of the budget. Ms. Fields detailed the OTO Operational Financial Statements and the UPWP Financial Statements.

Mr. O'Neal made a motion to accept the Fourth Quarter Financial Statements for the 2020-2021 Budget Year. Mr. Jansen seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

<b>Members attending via Zoom</b>	<b>Vote</b>
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

### **B. FY 2022 Operational Budget Amendment One**

Mr. Fields reported the Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. With the adoption of the original operational budget, only \$100,000 of the \$300,000 for the North Highway 13 Corridor Study was budgeted. The UPWP budget includes the \$100,000 for OTO's share and the TIP includes the entire \$300,000. This fulfills the federal requirement for budgeting and contracts, however, the revenue and expenses associated for the entire study need to be accounted within the operational budget.

Amendment One:

#### Revenue

- Increase the Local Jurisdiction Match Funds revenue line to \$213,208.16.
- Adding a North Highway 13 Corridor Study Revenue line \$240,000.
- Decreasing the Surface Trans Block Grant Revenue line to \$76,800.

#### Expense

- Increasing the Trans Consult/Model Services Expense line by \$200,000 for a total of \$396,000

Ms. Smartt made a motion to approve the OTO FY 2022 Operational Budget Amendment One. Mr. Childers seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

The motion passed.

#### C. Annual Listing of Obligated Projects

Ms. Longpine stated Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects. The OTO Federal Fiscal Year 2021 Annual Listing of Obligated Projects was available in the Agenda for member review. Ms. Longpine reviewed the ALOP.

Mr. Smith made a motion to accept the Annual Listing of Obligated Projects and direct staff to publish by September 28, 2021. Mr. Walker seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

#### D. Destination 2045 Plan Draft

Ms. Longpine shared that *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, defined goals and actions for plan implementation, and detailed project lists based on what can be afforded between now and 2045. Ms. Longpine detailed the projected revenue, constrained projects (inflated), and unconstrained projects (un-inflated).

In order for projects to appear in the Transportation Improvement Program, they must first appear on the constrained list in the LRTP. Adoption by the OTO Board of Directors is the final action needed for *Destination 2045* to become the region's adopted long range transportation plan. No comments on the final draft were received from MoDOT, FHWA, or FTA.



Mr. Cossey made a motion to adopt *Destination 2045*. Mr. Branch seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

**E. FY 2022-2025 TIP Amendment One**

Ms. Longpine reported there were 3 items as part of Amendment Number One to the FY 2022-2025 Transportation 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 safety and operational improvements on Kansas Expressway from Evergreen to Bennett for a total programmed cost of \$300,000.
3. **\*Revised\* Route MM Improvements – I-44 to Route 360 (RP1703-22A1)**  
The City of Republic is requesting to add \$700,000 local Advanced Construction funding to the Route MM scoping project.

Mr. Compton made a motion to approve Amendment 1 to the FY 2022-2025 Transportation Improvement Program. Mr. Jansen seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

**F. 2022 Legislative Priorities**

Ms. Fields shared that annually the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. Ms. Fields detailed the priorities.

After some discussion, it was suggested to focus on the priorities of additional funding for the Missouri I-44 corridor and MoDOT employees' increase in compensation as the priorities of focus for the State Legislative Priorities leaving the other priorities as long-term goals. For the Federal Legislative Priorities, focus would be upon additional funding for the Missouri I-44 corridor and

supporting the streamlining of the environmental review process while leaving the other priorities as long-term goals. Board members agreed that Ms. Fields should have the discretion to use any and all of the priorities when needed.

Mr. Cossey made a motion to adopt the 2022 Legislative Priorities and give Ms. Fields discretion to categorize the list into current priorities and long-term priorities based on the Board's Discussion. Mr. Jansen seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

#### **G. Nominating Committee**

Ms. Fields stated OTO staff is seeking nominations or volunteers to serve on the Nominating Committee to appoint or reappoint OTO officers and members of the Executive Committee. The Committee usually consists of three members. Mr. Smith, Mr. Cossey, and Mr. Jansen volunteered for the Nominating Committee.

Mr. O'Neal moved to approve the Nominating Committee of Mr. Dan Smith, Mr. Travis Cossey, and Mr. Skip Jansen. Mr. Childers seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

### **III. Other Business**

#### **A. Board of Directors Member Announcements**

There were no member announcements.

#### **B. Transportation Issues for Board of Directors Member Review**

Ms. Fields shared that in 2020 MoDOT submitted an INFRA Grant, a federal program to fund infrastructure, for I-44. Funding was not awarded at that time and MoDOT did not reapply in 2021. OTO has been inquiring about resubmitting and updating that application. OTO has been advised to submit in the \$100 million category due to less competition. The previous grants were submitted in the small project category, \$25 million or less, which is a highly competitive category. OTO is working with MoDOT to investigate the plausibility of doing a grant that large. OTO may reach out to the Board of Directors in the future for funding for the application.

Mr. MacLachlan shared that the idea of extending James River Freeway north towards Willard over to Highway 13 to Highway 65 is gaining a lot of traction at the state and federal level. This may be a good opportunity to partner with SMCOG since it is just outside the OTO MPO area. This may also be an option for the INFRA Grant funds.

**C. Destruction of OTO Records**

Ms. Parks reported the records included in the destruction would be financial records from 2008-2012 that have met the state retention schedule and the requirements for audit as well as records from the City of Springfield before formally becoming Ozarks Transportation Organization. Mr. Russell asked if there may be anything of interest for the Greene County Archives. Ms. Parks stated there may be a few items. Mr. Russell stated he would have Greene County Archives reach out to Ms. Parks.

**D. Articles for Board of Directors Member Information**

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

**IV. Adjourn meeting**

With no further business to come before the Board, Mr. Cossey made a motion to adjourn the meeting. Mr. O'Neal seconded the motion. Chairman Lear called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

<b>Members attending via Zoom</b>	<b>Vote</b>
Mr. Andrew Lear	Aye
Ms. Martha Smartt	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously. The meeting adjourned at 1:11 p.m.

---

Steve Childers  
OTO Secretary

## BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.D.

### Financial Statements for the First Quarter 2021-2022 Budget Year

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

#### CONSENT AGENDA DESCRIPTION:

Included for consideration are the first quarter financial statements for the 2021-2022 Budget Year. This period includes July 1, 2021, through September 30, 2021. The first quarter expenses total 16.2 percent of budget. The revenue was 27.6 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

#### Section One – OTO Operational Financial Statements

- Balance Sheet  
The current outstanding liabilities include:
  - \$2,403.57 – Purchasing Card
  - -\$63.50 – FSA Accounts
  - \$6,417.00 – In outstanding checks
  - \$8,757.07 -- **Total**
- Operating Fund Balance Report shows the OTO has a fund balance of \$599,716.93 at the end of September. This balance is within the 3-6 month range set for expenses.
- Profit and Loss Statement  
During this period, revenue exceeded expenses in the amount of \$144,879.40.
- Budget vs. Actual  
The OTO budgeted expenses in the amount of \$1,242,381.22 for the budget year. Actual expenses at the end of the first quarter are \$201,086.34. This is 16.2 percent of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of \$144,879.40.

#### Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet  
The UPWP Financial statements include the amount in-Kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP budgeted expenses were \$1,324,861.22 once the in-kind expense is included.  
  
The OTO utilized \$14,762.41 of in-Kind match income during the first quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.
- Unified Planning Work Program Progress Report – 1st Quarter  
This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

**Ozarks Transportation Organization  
Balance Sheet**

As of September 30, 2021

	Sep 30, 21
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	399,559.07
Southern Bank--Money Market	130,848.75
Southern Bank-Sm Bus Checking	71,649.18
Total Checking/Savings	602,057.00
Total Current Assets	602,057.00
<b>TOTAL ASSETS</b>	<b>602,057.00</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	2,403.57
Total Credit Cards	2,403.57
Other Current Liabilities	-63.50
Total Current Liabilities	2,340.07
Total Liabilities	2,340.07
Equity	
Unrestricted Net Assets	454,837.53
Net Income	144,879.40
Total Equity	599,716.93
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>602,057.00</b>

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
July through September 2021

---

	Jul - Sep 21
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	431.80
Miscellaneous Revenue	173.31
Total Other Types of Income	605.11
OTO Revenue	
Consolidated Planning Grant CPG	180,152.47
Local Jurisdiction Match Funds	165,208.16
Total OTO Revenue	345,360.63
Total Income	345,965.74
Gross Profit	345,965.74
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	4,035.00
Infill Costs	420.00
Maintenance	50.00
Office Cleaning	1,247.00
Utilities	578.85
Total Building	19,845.85
Commodities	
Office Supplies/Furniture	3,444.14
OTO Promotional Items	400.00
Publications	69.00
Total Commodities	3,913.14
Information Technology	
Computer Upgrades/Equip Replace	4,773.42
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,384.00
Software	737.04
Webhosting	271.53
Total Information Technology	9,182.99
Insurance	
Directors & Officers	2,195.00
Professional Liability	2,719.00
Workers Compensation	1,282.00
Total Insurance	6,196.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	84.00
Total Copy Machine Lease	693.75
Dues/Memberships	2,225.34
Education/Training/Travel	825.00
Food/Meeting Expense	1,091.57
Legal/Bid Notices	1,385.54
Staff Mileage Reimbursement	294.50
Telephone/Internet	1,160.15
Total Operating	7,675.85

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
July through September 2021

---

	Jul - Sep 21
<b>Personnel</b>	
Mobile Data Plans	632.37
Payroll Services	668.34
Salaries	146,292.80
<b>Total Personnel</b>	147,593.51
<b>Services</b>	
Legislative Education	404.00
Professional Services (Legal &	6,275.00
<b>Total Services</b>	6,679.00
<b>Total Expense</b>	201,086.34
<b>Net Ordinary Income</b>	144,879.40
<b>Net Income</b>	<b>144,879.40</b>



**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July through September 2021

	Jul - Sep 21	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	431.80	4,000.00	-3,568.20	10.8%
Miscellaneous Revenue	173.31			
<b>Total Other Types of Income</b>	605.11	4,000.00	-3,394.89	15.1%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	180,152.47	903,089.00	-722,936.53	19.9%
Local Jurisdiction Match Funds	165,208.16	188,208.16	-23,000.00	87.8%
Surface Trans Block Grant	0.00	156,800.00	-156,800.00	0.0%
<b>Total OTO Revenue</b>	345,360.63	1,248,097.16	-902,736.53	27.7%
<b>Total Income</b>	345,965.74	1,252,097.16	-906,131.42	27.6%
<b>Gross Profit</b>	345,965.74	1,252,097.16	-906,131.42	27.6%
<b>Expense</b>				
Bank Fees	0.00	20.00	-20.00	0.0%
<b>Building</b>				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	4,035.00	18,000.00	-13,965.00	22.4%
Infill Costs	420.00	2,000.00	-1,580.00	21.0%
Maintenance	50.00	4,000.00	-3,950.00	1.3%
Office Cleaning	1,247.00	4,500.00	-3,253.00	27.7%
Utilities	578.85	3,500.00	-2,921.15	16.5%
<b>Total Building</b>	19,845.85	86,060.00	-66,214.15	23.1%
<b>Commodities</b>				
Office Supplies/Furniture	3,444.14	7,000.00	-3,555.86	49.2%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	400.00	3,500.00	-3,100.00	11.4%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	69.00	1,500.00	-1,431.00	4.6%
<b>Total Commodities</b>	3,913.14	17,000.00	-13,086.86	23.0%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	4,773.42	8,000.00	-3,226.58	59.7%
Data Storage/Backup	1,017.00	4,800.00	-3,783.00	21.2%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	2,384.00	11,000.00	-8,616.00	21.7%
Software	737.04	6,000.00	-5,262.96	12.3%
Webhosting	271.53	2,300.00	-2,028.47	11.8%
<b>Total Information Technology</b>	9,182.99	37,600.00	-28,417.01	24.4%
<b>Insurance</b>				
Directors & Officers	2,195.00	3,000.00	-805.00	73.2%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,719.00	2,800.00	-81.00	97.1%
Workers Compensation	1,282.00	1,700.00	-418.00	75.4%
<b>Total Insurance</b>	6,196.00	10,500.00	-4,304.00	59.0%

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July through September 2021

	Jul - Sep 21	Budget	\$ Over Budget	% of Budget
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	48.00	200.00	-152.00	24.0%
Lease Principal Expense	405.75	1,650.00	-1,244.25	24.6%
Maintenance for Copier	156.00	650.00	-494.00	24.0%
Toner & Overages	84.00	3,200.00	-3,116.00	2.6%
<b>Total Copy Machine Lease</b>	693.75	5,700.00	-5,006.25	12.2%
Dues/Memberships	2,225.34	9,000.00	-6,774.66	24.7%
Education/Training/Travel	825.00	23,000.00	-22,175.00	3.6%
Food/Meeting Expense	1,091.57	4,300.00	-3,208.43	25.4%
Legal/Bid Notices	1,385.54	1,500.00	-114.46	92.4%
Postage/Postal Services	0.00	1,800.00	-1,800.00	0.0%
Printing/Mapping Services	0.00	5,000.00	-5,000.00	0.0%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	294.50	3,500.00	-3,205.50	8.4%
Telephone/Internet	1,160.15	5,500.00	-4,339.85	21.1%
<b>Total Operating</b>	7,675.85	60,800.00	-53,124.15	12.6%
<b>Personnel</b>				
Mobile Data Plans	632.37	2,800.00	-2,167.63	22.6%
Payroll Services	668.34	3,000.00	-2,331.66	22.3%
Salaries	146,292.80	729,001.22	-582,708.42	20.1%
<b>Total Personnel</b>	147,593.51	734,801.22	-587,207.71	20.1%
<b>Services</b>				
Audit	0.00	5,000.00	-5,000.00	0.0%
Legislative Education	404.00	7,500.00	-7,096.00	5.4%
Long Range Plan Update	0.00	10,000.00	-10,000.00	0.0%
Professional Services (Legal &	6,275.00	65,000.00	-58,725.00	9.7%
TIP Tool Maintenance	0.00	9,600.00	-9,600.00	0.0%
Trans Consult/Model Services	0.00	196,000.00	-196,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
<b>Total Services</b>	6,679.00	295,600.00	-288,921.00	2.3%
<b>Total Expense</b>	201,086.34	1,242,381.22	-1,041,294.88	16.2%
<b>Net Ordinary Income</b>	144,879.40	9,715.94	135,163.46	1,491.2%
<b>Net Income</b>	<b>144,879.40</b>	<b>9,715.94</b>	<b>135,163.46</b>	<b>1,491.2%</b>

**Ozarks Transportation Organization**  
**Operating Fund Balance Report**  
**FY 2022**

**Monthly Ending Balance**

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	\$339,225.23	\$150,786.15	\$152,831.30	\$642,842.68
8/31/2020	\$399,444.15	\$150,818.17	\$74,210.20	\$624,472.52
9/30/2020	\$399,559.07	\$130,848.75	\$78,066.18	\$608,474.00
10/31/2020				\$0.00
11/30/2020				\$0.00
12/31/2020				\$0.00
1/31/2021				\$0.00
2/28/2021				\$0.00
3/31/2021				\$0.00
4/30/2021				\$0.00
5/31/2021				\$0.00
6/30/2021				\$0.00

**Balance After Liabilities**

Southern Bank & ICS Balances 06/30/2021	\$608,474.00
Outstanding Checking Withdrawals	-\$6,417.00
Other Outstanding Liabilities	-\$2,340.07
Total Equity 9/30/2021	<b>\$599,716.93</b>

**FY 2021-22 UPWP Budget**

**\$1,324,861.22**

**3 months of expenses**

**\$331,215.31**

**6 months of expenses**

**\$662,430.61**

# OTO UPWP Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
 July through September 2021

---

	Jul - Sep 21
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
In-Kind Match, Donated Direct C	14,762.41
Interest Income	431.80
Miscellaneous Revenue	173.31
<b>Total Other Types of Income</b>	15,367.52
OTO Revenue	
Consolidated Planning Grant CPG	180,152.47
Local Jurisdiction Match Funds	165,208.16
<b>Total OTO Revenue</b>	345,360.63
<b>Total Income</b>	360,728.15
<b>Gross Profit</b>	360,728.15
<b>Expense</b>	
Building	
Building Lease	13,515.00
Common Area Main Exp	4,035.00
Infill Costs	420.00
Maintenance	50.00
Office Cleaning	1,247.00
Utilities	578.85
<b>Total Building</b>	19,845.85
Commodities	
Office Supplies/Furniture	3,444.14
Publications	69.00
<b>Total Commodities</b>	3,513.14
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,116.14
Member Attendance at Meetings	6,646.27
<b>Total In-Kind Match Expense</b>	14,762.41
Information Technology	
Computer Upgrades/Equip Replace	4,773.42
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,384.00
Software	737.04
Webhosting	271.53
<b>Total Information Technology</b>	9,182.99
Insurance	
Directors & Officers	2,195.00
Professional Liability	2,719.00
Workers Compensation	1,282.00
<b>Total Insurance</b>	6,196.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	84.00
<b>Total Copy Machine Lease</b>	693.75
Dues/Memberships	2,098.22
Education/Training/Travel	825.00

# Ozarks Transportation Organization

## UPWP Profit & Loss

July through September 2021

---

	Jul - Sep 21
Food/Meeting Expense	1,091.57
Legal/Bid Notices	1,385.54
Staff Mileage Reimbursement	294.50
Telephone/Internet	1,160.15
Total Operating	7,548.73
Personnel	
Mobile Data Plans	632.37
Payroll Services	668.34
Salaries	146,292.80
Total Personnel	147,593.51
Services	
Professional Services (Legal &	6,275.00
Total Services	6,275.00
Total Expense	214,917.63
Net Ordinary Income	145,810.52
Net Income	145,810.52

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July through September 2021

	Jul - Sep 21	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
In-Kind Match, Donated Direct C	14,762.41	96,000.00	-81,237.59	15.4%
Interest Income	431.80	0.00	431.80	100.0%
Miscellaneous Revenue	173.31			
<b>Total Other Types of Income</b>	15,367.52	96,000.00	-80,632.48	16.0%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	180,152.47	903,089.00	-722,936.53	19.9%
Local Jurisdiction Match Funds	165,208.16	188,208.16	-23,000.00	87.8%
Surface Trans Block Grant	0.00	156,800.00	-156,800.00	0.0%
<b>Total OTO Revenue</b>	345,360.63	1,248,097.16	-902,736.53	27.7%
<b>Total Income</b>	360,728.15	1,344,097.16	-983,369.01	26.8%
<b>Gross Profit</b>	360,728.15	1,344,097.16	-983,369.01	26.8%
<b>Expense</b>				
<b>Building</b>				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	4,035.00	18,000.00	-13,965.00	22.4%
Infill Costs	420.00	2,000.00	-1,580.00	21.0%
Maintenance	50.00	4,000.00	-3,950.00	1.3%
Office Cleaning	1,247.00	4,500.00	-3,253.00	27.7%
Utilities	578.85	3,500.00	-2,921.15	16.5%
<b>Total Building</b>	19,845.85	86,060.00	-66,214.15	23.1%
<b>Commodities</b>				
Office Supplies/Furniture	3,444.14	7,000.00	-3,555.86	49.2%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	69.00	1,500.00	-1,431.00	4.6%
<b>Total Commodities</b>	3,513.14	11,000.00	-7,486.86	31.9%
<b>In-Kind Match Expense</b>				
Direct Cost - MoDOT Salaries	8,116.14	60,000.00	-51,883.86	13.5%
Member Attendance at Meetings	6,646.27	36,000.00	-29,353.73	18.5%
<b>Total In-Kind Match Expense</b>	14,762.41	96,000.00	-81,237.59	15.4%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	4,773.42	8,000.00	-3,226.58	59.7%
Data Storage/Backup	1,017.00	4,800.00	-3,783.00	21.2%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	2,384.00	11,000.00	-8,616.00	21.7%
Software	737.04	6,000.00	-5,262.96	12.3%
Webhosting	271.53	2,300.00	-2,028.47	11.8%
<b>Total Information Technology</b>	9,182.99	37,600.00	-28,417.01	24.4%

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July through September 2021

	Jul - Sep 21	Budget	\$ Over Budget	% of Budget
<b>Insurance</b>				
Directors & Officers	2,195.00	3,000.00	-805.00	73.2%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,719.00	2,800.00	-81.00	97.1%
Workers Compensation	1,282.00	1,700.00	-418.00	75.4%
<b>Total Insurance</b>	<b>6,196.00</b>	<b>10,500.00</b>	<b>-4,304.00</b>	<b>59.0%</b>
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	48.00	200.00	-152.00	24.0%
Lease Principal Expense	405.75	1,650.00	-1,244.25	24.6%
Maintenance for Copier	156.00	650.00	-494.00	24.0%
Toner & Overages	84.00	3,200.00	-3,116.00	2.6%
<b>Total Copy Machine Lease</b>	<b>693.75</b>	<b>5,700.00</b>	<b>-5,006.25</b>	<b>12.2%</b>
Dues/Memberships	2,098.22	9,000.00	-6,901.78	23.3%
Education/Training/Travel	825.00	23,000.00	-22,175.00	3.6%
Food/Meeting Expense	1,091.57	4,300.00	-3,208.43	25.4%
Legal/Bid Notices	1,385.54	1,500.00	-114.46	92.4%
Postage/Postal Services	0.00	1,800.00	-1,800.00	0.0%
Printing/Mapping Services	0.00	5,000.00	-5,000.00	0.0%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	294.50	3,500.00	-3,205.50	8.4%
Telephone/Internet	1,160.15	5,500.00	-4,339.85	21.1%
<b>Total Operating</b>	<b>7,548.73</b>	<b>60,800.00</b>	<b>-53,251.27</b>	<b>12.4%</b>
<b>Personnel</b>				
Mobile Data Plans	632.37	2,800.00	-2,167.63	22.6%
Payroll Services	668.34	3,000.00	-2,331.66	22.3%
Salaries	146,292.80	729,001.22	-582,708.42	20.1%
<b>Total Personnel</b>	<b>147,593.51</b>	<b>734,801.22</b>	<b>-587,207.71</b>	<b>20.1%</b>
<b>Services</b>				
Audit	0.00	5,000.00	-5,000.00	0.0%
Long Range Plan Update	0.00	10,000.00	-10,000.00	0.0%
Professional Services (Legal & TIP Tool Maintenance	6,275.00	65,000.00	-58,725.00	9.7%
Trans Consult/Model Services	0.00	9,600.00	-9,600.00	0.0%
Travel Sensing & Time Serv Proj	0.00	196,000.00	-196,000.00	0.0%
	0.00	2,500.00	-2,500.00	0.0%
<b>Total Services</b>	<b>6,275.00</b>	<b>288,100.00</b>	<b>-281,825.00</b>	<b>2.2%</b>
<b>Total Expense</b>	<b>214,917.63</b>	<b>1,324,861.22</b>	<b>-1,109,943.59</b>	<b>16.2%</b>
<b>Net Ordinary Income</b>	<b>145,810.52</b>	<b>19,235.94</b>	<b>126,574.58</b>	<b>758.0%</b>
<b>Net Income</b>	<b>145,810.52</b>	<b>19,235.94</b>	<b>126,574.58</b>	<b>758.0%</b>



# Ozarks Transportation Organization

## Unified Planning Work Program First Quarter Report

Period July 1, 2021 to September 30, 2021

### Task 1 – OTO General Administration (25% Complete)

#### 1.1 Financial and Contract Management

OTO prepared and presented the FY 2021 quarterly and year-end financial reports. The OTO third-party accountant maintained the monthly budget and accounting functions. All remaining outstanding dues were received.

Worked to develop a contract management system. Developed draft cash management plan. Updated the federal contract clauses to be compliant with the FY 2022 CPG and STBG program agreement.

#### 1.2 Financial Audit

Staff worked with the Independent Auditor, Cindy Rodgers, CPA, to conduct a Finance Statement Audit of the FY 2021 Finance Statements. The Audit will be presented by the Auditor to the Executive Committee and is expected to be accepted in January by the Board of Directors.

Staff worked with the Auditor to review the OTO Financial Controls.

#### 1.3 Unified Planning Work Program

Staff prepared the FY 2021 UPWP Year-End Completion Report and submitted to MoDOT. Administrative Modification One to the FY 2022 UPWP was developed. Invoices were submitted for June, July, and August of 2021.

#### 1.4 Travel and Training

Staff attended the following training during the 1<sup>st</sup> Quarter:

Parks are an Essential Business Webinar 7/2

2021 Esri User Conference (Virtual) 7/12 - 7/15

FHWA/MoDOT Emerging Mobility Trends Workshop 7/15, 7/20

Urban Planning in a COVID-19 World 7/23

OSITE Technical Conference 7/27

AMPO GIS & Data Visualization Webinar 7/28

State of the State 7/28

Missouri LAGERS HResources 8/10

Esri Training MOOC Imagery in Action 8/11 - 9/22

NGMA Webinar – Federal Grant Closeout Best Practice: Agency and Recipient Perspective 8/11

NPMRDS Quarterly Webinar 8/12

2021 Economic Outlook 8/18

Leadercast 8/26

National Funding Foundation Grant Proposal Writing Workshop 9/13

FTA Region VII, VIII, & X Real Estate Workshop 9/14

Esri Webinar – Diving into the Latest GIS Capabilities for Planning & Community Development 9/15  
Expert Edge: Simplify Your Digital Marketing Strategy 9/15  
FY 2021 CRISI Grant Program NOFO Webinar 9/21  
EPA Heat Island Reduction Program Webinar 9/22  
CTPP Data Access Software Basics Training 9/22  
NGMA Webinar – Top 5 Best Practices to Track Your Grant Performance 9/29  
Coordination Committee for Transportation Safety Planning Peer Exchange  
MO APA Board Meetings  
Ozark Mountain Section APA Executive Committee Meetings  
OSITE Section Meetings  
AMPO Policy Committee Meetings  
AMPO Awards Committee Meetings  
MPTA Meetings

### **1.5 General Administration and Personnel**

The OTO Employee Manual was updated. Finalized hiring and starting of position for Grants Administrator and Project Manager positions. Sought legal review of the N. Hwy 13 Corridor Study Consultant Contract. Biweekly payrolls were prepared and processed. Benefits administration for new hires.

### **1.6 Electronic Support for OTO Operations**

Created webpages for advertising RFQ for North Hwy 13 Corridor Study and to house Civil Rights and Title VI related plans and data. Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org), [www.giveusyourinput.org](http://www.giveusyourinput.org), [www.ototrailstudy.com](http://www.ototrailstudy.com), and [www.letsgosmart.org](http://www.letsgosmart.org) websites and maintained the Twitter and Facebook accounts with online updates. Software subscriptions were maintained. Staff coordinated with IT company to prepare recently purchased computers, as well as other IT support.

### **1.7 MPO Compliance and Certification**

Posted hex bin maps of environmental justice population areas within the OTO to the OTO Website with the weighting method used to describe minority and low-income percentage thresholds that the OTO uses to define EJ populations.

Received and reviewed the OTO Certification Review Report Final Draft.

## **Task 2 – Coordination and Public Engagement (29% Complete)**

### **2.1 OTO Committee Support**

Two Board of Directors, one Executive Committee, and two Technical Planning Committee meetings were conducted. Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Adoption of *Towards a Regional Trail System*
- 2021 Action Items

- Amendment 13 to *Transportation Plan 2040*
- FY 2022-2025 Transportation Improvement Program
- Planning Process and Financial Capacity Certifications
- FY 2020-2021 4<sup>th</sup> Quarter Financial Statements
- Amendment One to the FY 2022 Operational Budget
- Annual Listing of Obligated Projects
- Adoption of *Destination 2045*
- Amendment One to FY 2022-2025 Transportation Improvement Program
- 2022 Legislative Priorities
- Nominating Committee

The following item was reviewed:

- Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP)

Held two Bicycle and Pedestrian Advisory Committee meetings. Topics of discussion included the finalization of the CY 2022 Bike/Ped Implementation report, priorities for the MoDOT's *Multimodal Unfunded Needs List*, the Spring Branch and Ward Branch Trails, and the development of the *On the Path to Connected Pedestrian and Bicycle Networks* report.

Held one Local Coordinating Board for Transit meeting. Topics of discussion included the Transit Coordination Plan update process, status of previously awarded Section 5310 vehicles, and future calls-for-projects.

Held one Traffic Incident Management Committee meeting and completed the annual FHWA TIM Self-Assessment.

Three *Destination 2045* committee meetings were held. The final constrained project list and final draft plan were discussed and recommended for approval.

## 2.2 Stakeholder Education and Outreach

Nixa Rotary

Various Area Chamber Meeting

Southwest Missouri Council of Governments Board and Transportation Advisory Committee

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

SGF Yields

Community Focus Report Steering Committee

Southwest Missouri Coalition for Roadway Safety

Springfield Transportation Advisory Board

Presented to Nixa Chamber regarding improvements in Nixa

Participated in MoDOT hiring process for Transportation Project Designer/Planning Coordinator. MoDOT Coordination Meetings continued to be held between OTO Staff and MoDOT Southwest District staff to discuss projects and issues in the region. OTO staff also participated on statewide Planning Partner calls

with MoDOT leadership. Presented to MHTC on Springfield prioritization and priorities. Attended MHTC workshops and meetings.

## **2.3 Public Involvement**

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

Purchased legal ads in the Springfield News-Leader for the FY 2022-2025 Transportation Improvement Program public comment period and a virtual public meeting notice with the Federal Highway Administration and Federal Transit Administration.

Issued Press Releases and public comment solicitation on the OTO website and social media outlets for:

- Virtual Public Meeting with FHWA and FTA
- FY 2022-2025 Transportation Improvement Program (TIP)
- Survey: Transit Coordination Plan
- *Transportation Plan 2040* Amendment 13
- FY 2022-2025 Transportation Improvement Program (TIP) Revised
- *Destination 2045*, the region's long range transportation plan
- Live online public meeting: *Destination 2045*
- FY 2022-2025 TIP Amendment One
- Annual Listing of Obligated Projects (ALOP)

## **2.4 Civil Rights Compliance**

Created page on OTO website to house Civil Rights and Title VI related plans and data, as recommended in the OTO Certification Review Final Draft Report.

Completed annual MoDOT Civil Rights questionnaire for FY 2021.

## **2.5 Member Attendance at OTO Meetings**

Meeting attendance was documented for in-kind match reporting. A total of 154.92 committee member hours were reported.

## **Task 3 – Planning and Implementation (26% Complete)**

### **3.1 Long Range Transportation Plan**

Processed Amendment 13 to *Transportation Plan 2040*.

*Destination 2045* was finalized and adopted on September 16, 2021. This final push included three planning committee meetings, a Board of Directors workshop, an online public meeting, a social media push for public comment, media outreach, and discussions with the interested public. OTO also

developed an online immersive experience using Esri's ArcGIS Storymap service, which also linked to a survey for feedback. The final plan draft included mapping and visualization of the data behind the plan, the constrained and unconstrained projects, and an implementation plan for the next five years.

### **3.2 Performance Measures**

OTO continued to participate on the MoDOT Performance Measures Coordination calls. The State of Transportation report, which outlines locally determined performance targets from *Transportation Plan 2040*, was produced, along with an infographic summarizing target progress. The System Performance Report was updated and included in *Destination 2045*. Safety performance targets were developed for presentation at the October Technical Planning Committee meeting. Participated in Community Focus Report Steering Committee and finalized the Transportation chapter.

### **3.3 Congestion Management Process Implementation**

Staff researched methods to gather congestion data.

### **3.4 Federal Function Classification Maintenance and Updates**

No changes to the Federal Functional Classification system were requested or processed.

### **3.5 Active Transportation Planning and Implementation**

Completed CY 2020 Bicycle and Pedestrian Implementation Report in consultation with the Bicycle and Pedestrian Advisory Committee

Attended Ozark Greenway's Technical Committee meeting in July and discussed the Major Thoroughfare Plan's possible impact on the development of Fulbright Spring Trail.

Developed regional trail and local sidewalk and trail needs for the MoDOT Multimodal Unfunded Needs List in conjunction with the Bicycle and Pedestrian Advisory Committee and individual meetings with member communities.

Worked with MoDOT and the City of Ozark to develop a scope of services and list of deliverables for a study to identify the preferred method for crossing the Chadwick Flyer trail over or under US 65. Coordinated with City of Ozark to draft and execute memorandum of understanding for this study

Participated on monthly coordination calls with CU, Springfield Greene County Park Board, the City of Springfield, and Ozark Greenways on the development of the Chadwick Flyer Trail in southeast Springfield.

Provided project updates to a grassroots committee focused on the development of the Chadwick Flyer Trail in Christian County.

Met with communities to discuss project inclusion on MoDOT unfunded multi-modal needs list.

Attended MoDOT Core Team kickoff meetings for projects J8S3153 (Route D ADA) and J8S3171 (Chestnut Expressway ADA).

Staff serves as co-chair of the Community Partnership of the Ozarks Let's Go Smart: Transportation Collaborative. Activities included discussion of Vision Zero, a youth bicycle safety program, infrastructure and organizational updates, and planning for a Missouri State University Bearline Tour and downtown walk audit.

### **3.6 Freight Planning**

Participated in the 9/15 Virtual Freight Stakeholder Meeting for 2021 MO State Freight & Rail Plan.

Completed the 2021 MPO Freight Program Assessment for FHWA.

Provided feedback on MoDOT Freight Analysis Tool.

### **3.7 Air Quality Planning**

Participate with the Ozarks Clean Air Alliance. OCAA meets monthly and monitors local air quality, reviews MDNR activities, monitors MDNR VW Trust funding opportunities, and during this quarter has worked on electric vehicle planning. Discussed supporting St. Louis Clean Cities and their grant to promote EVs throughout Missouri.

Reviewed weekly ozone monitor reports. Participate in EPA Advance Program Partner Meeting, including a webinar on EPA's Heat Island Reduction Program.

### **3.8 Demographic and Geographic Data Management**

Extracted 2020 census housing, population, and race data census block level for mapping and population analysis. Prepared population maps for counties, RPCs, & MPOs in MO. Downloaded 2020 census block TIGER files for Jasper, Newton, Lawrence, Christian, & Greene counties to OTO census database. Sent 2019 OTO estimates for Population and Employment to MoDOT. Updated population counts for membership dues per 2020 decennial census data. Updated local jurisdiction building permits through September 2021.

Prepared HERE travel speed data and EJ analysis with 2020 census blocks and other roadway attributes to prioritize and map segments of I-44 from Hwy 125 to the Oklahoma state line for potential INFRA Grant funding. Prepared and shared an online web map of ACS 2019 Disability Status with City Utilities Transit for identification of sidewalk needs for 5310 funding. Mapped Environmental Justice Areas using hex bins and posted the OTO website as per certification review recommendations.

Prepared maps of Constrained and Unconstrained project lists, Major Thoroughfare Plan updates, 2045 model run with constrained projects, and Trail Alignments for the Destination 2045 LRTP. Prepared MTP Amendment maps.

Prepared County map for the state of Missouri and Congressional District maps. Mapped USDA Missouri Cattle by County for all MoDOT Districts. Mapped Oil and Aggregate surface lane miles by total MoDOT lane miles for all counties in Missouri.

Prepared Plan Area and Project Area maps for City Utilities owned abandoned BNSF corridor for the Chadwick Flyer Rail Trail. Mapped the proposed realignment of the Nixa/Chadwick Flyer trail connector.

Sent Rte MM travel speed data to Marc Lewis at MoDOT. Sent MetroLinks 2021 Roadway AADT file to Houseal Lavigne consultants for Forward SGF comprehensive plan.

Reconnected and updated connection properties to the SDE TIP database. Updated the TIP database.

Prepared and submitted GIS data package for the Hwy 13 & I-44 Interchange Group.

Updated Google Earth KML file of Bus Routes.

Met with mySidewalk to review potential for use of that product.

### **3.9 Support for Jurisdictions' Plans**

Prepared poster-size display maps for Chadwick Flyer and Wilson's Creek Trail Alignments Status for Ozarks Greenways Fall Ball on 9/21.

Met with City of Springfield and Forward SGF consultants to review and provide feedback on proposed street typologies.

Discussed plans for North Street in Nixa with consultant.

## **Task 4 – Project Selection and Programming (22% Complete)**

### **4.1 Project Programming**

Conducted public input and ushered approval of the FY 2022-2025 Transportation Improvement Program through the Board of Directors, MoDOT, and USDOT. Processed Amendment One and started process for Administrative Modification One and Amendment Two. Coordinated approved TIP projects with *Destination 2045* constrained project list. Conducted public involvement for draft TIP and Amendment One. Maintained and updated OTO project database. Drafted RFP for selection of potential TIP tool provider.

### **4.2 Federal Funds Tracking**

Completed and published Annual Listing of Obligated Projects. Tracked federal fiscal year-end obligations and monitored OTO funding balances. Drafted semi-annual funds balance report, including the tracking of area cost-share projects.

### **4.3 STIP Prioritization and Scenarios**

Held final community priorities meeting with the City of Springfield. Assembled list of potential projects for scoring and ranking. Reviewed prioritization criteria and made updates. Prepared criteria maps for project prioritization and updated scoring list based on changes in criteria weights and project areas. STIP Priorities committee meetings held on: 7/22, 8/4, 8/25, 9/8. Scored and ranked projects. Reviewed

funding available for programming. Developed proposed priorities list for Board review. Developed Unfunded Needs and Unfunded Multimodal Needs lists for MoDOT use.

## Task 5 – OTO Transit Planning (22% Complete)

### 5.1 Operational Planning

Met with Metropia, Inc. about the FHWA Smartphone Incentives Project. Discussion to see if the MPO would be a good candidate for the program.

### 5.2 Transit Coordination Plan and Implementation

Conducted and reviewed user, agency, and transit provider surveys as part of TCP update process. Held TCP discussions during the August 2021 Local Coordination Board for Transit meeting.

### 5.3 Program Management Plan Implementation

Discussed 5310 administration with MoDOT. Reviewed outstanding vehicles with MoDOT and the Local Coordinating Board for Transit.

### 5.4 Data Collection and Analysis

Coordinated with City Utilities to produce a disability map to analyze sidewalk needs. Updated CU bus routes for use on the Let's Go Smart website.

### 5.5 Community Support

Attended and supported the Missouri Public Transit Association. Consulted with CU Transit for the development of the Community Focus Report.

### 5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. No appeals were received.

## Task 6 – CU Transit Planning (25% Complete)

### 6.1 Operational Planning

#### CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant, MO-2019-006; As of September 30, 2021, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has completed our first 1% security project – bullet resistant glass at the Transit Center customer service window. However, the final cost on this project was lower than anticipated. CU has started construction of a security fence at the Transit Center and anticipate it being complete in Q2 if FY22. If there are additional funds remaining, we will utilize those funds for bus stop solar security lighting.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 - CU executed our FY2019 FTA Section 5310 grant on June 3, 2019. This grant combined Section 5310 funds from 2018, 2019 and 2020 for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The Division Street sidewalk will be on the south side of Division Street between



Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction started in August 2021. We anticipate that construction will be complete by 12/31/21.

CU's FY2020 Section 5307 grant, MO-2020-011; As of September 30, 2021, CU's short-range transit planning and preventive maintenance and 1% security is 100% complete. The security project was solar security lighting at highly used bus stops without shelters. This grant was closed on 8/30/2021.

CU's FY2020 Section 5307 CARES grant, MO-2020-012; As of September 30, 2021, City Utilities has not utilized any of the planned \$2,000,000 in CARES Act Funding for FY22. The CARES Act funding is planned in CU's budget to start being reimbursed in October, for September 2021. This is consistent with our budgeted plan of requesting \$2,000,000 reimbursement annually until the grant is complete. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant, MO-2020-001 – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers and will be combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses were delivered in July 2021. The only remaining item on this grant is for workforce development training which is anticipated to be complete by December 2021.

CU's FY 2019 Section 5339 grant, MO-2021-005; This grant will be utilized for bus training simulators, 2 hybrid electric paratransit minivans and digital signage. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2019 Section 5339 grant. The simulator was delivered in August 2021. The small fleet paratransit hybrid minivans have been a challenge to locate with our current specs – our first RFP was not successful. We are broadening our scope and hope to re-issue in FY22 when the market is more favorable. We are also working on digital signage, but it is still in the planning phases.

CU's FY2021 Section 5307 grant, MO-2021-011; As of September 30, 2021, 100% of the preventive maintenance and short range transit planning funds have been reimbursed. We still have operating assistance and 1% safety and security funds that will be spend during FY2022.

CU's FY20 Section 5307 Emergency Relief Grant, MO-2021-035; As of September 30, 2021, City Utilities has utilized 100% of the funding from this grant. It is currently awaiting closeout when the TrAMS system is back online from its year end processing.

## **6.2 ADA Accessibility Planning**

CU's FY 2018/2019/2020 Section 5310 grant, MO-2019-010, has been awarded by FTA. This grant is for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of

3/22/21 and construction started in August 2021. We anticipate that construction will be complete by 12/31/21.

FY21 5310 funding has not yet been planned. However, we anticipate using these funds to add ADA approved landing pads at bus stops and sidewalks to make our system more accessible.

### **6.3 Transit Fixed Route/Regional Service Analysis Implementation**

No permanent route modifications have been made in quarter 3. All fixed routes are consistently evaluated to make improvements as needed.

### **6.4 Service Planning**

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

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

### **6.5 Financial Planning**

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually.

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

In August 2021, CU staff attended training on Clarifications for 2021 Annual NTD Reporting. This report will be due January 31, 2022.

At the end of September 2021, which is City Utilities fiscal year end, we began preparing for the annual BKD audit, which includes a single audit of our federal grants.

### **6.6 Competitive Contract Planning**

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

### **6.7 Safety, Security, and Drug/Alcohol Control Planning**

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

### **6.8 Transit Coordination Plan Implementation**

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

## **6.9 Program Management Plan Implementation**

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

## **6.10 Data Collection and Analysis**

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

CU is preparing for the annual Single Audit of the federal grants to be completed by our external auditors in November 2021.

CU is gathering data for the annual National Transit Database report that is due January 31, 2021.

## **Task 7 – Ad Hoc Studies and Projects (5% Complete)**

### **7.1 Route FF through Battlefield Study**

Coordinated with MoDOT and the City of Battlefield on the development of a scope of services for the Rt FF study. Collaborated with the City of Battlefield on the development and execution of an intergovernmental agreement. Consultant selection from the LPA On-Call List.

Memorandum of Understanding between the OTO and City of Battlefield for the Route FF Corridor Study was drafted and executed.

### **7.2 Chadwick Flyer Highway Crossing Study**

Worked with MoDOT and the City of Ozark to develop a scope of services and list of deliverables for a study to identify the preferred method for crossing the Chadwick Flyer trail over or under US 65. Coordinated with City of Ozark to draft and execute memorandum of understanding for this study. Consultant selection from the LPA On-Call List.

Memorandum of Understanding between the OTO and City of Ozark for the Chadwick Flyer U.S. 65 Study was drafted and executed.

### **7.3 North 13 Corridor Study**

Coordinated with the City of Springfield, Greene County, and MoDOT on the development of a scope of services and request for qualifications for the North 13 study. Collaborated on the development of intergovernmental agreements with the City of Springfield and with Greene County. Advertised RFQ and answered questions submitted by interested firms. Facilitated the review and scoring of the six submitted Statements of Qualifications. Facilitated the Interview process for the top four firms and notified the top firm. Debriefed the three firms that were interviewed but not selected. Contract negotiations with the selected Consultant.

Memorandum of Understanding between the OTO and City of Springfield for the N. Hwy 13 Corridor Study was drafted and executed.

Memorandum of Understanding between the OTO and Greene County for the N. Hwy 13 Corridor Study was drafted and executed.

Missouri Highways and Transportation Commission STBG-Urban Program Agreement STBG 9901(835) was drafted and executed.

#### **7.4 Transportation Consultant/Modeling Services**

Worked with Olsson to develop final *Destination 2045* model scenario as part of Travel Demand Model update contract.

#### **7.5 Grant Applications**

Discussions on City of Republic BUILD grant application development for 2022 applications.

Discussions on possible INFRA grant submission for 2022 with MoDOT and City of Springfield.

#### **7.6 Other Studies in Accordance with LRTP**

No activity during this quarter.

#### **7.7 Administration of CRRSAA funded projects**

Coordinated with City of Ozark to develop and execute an intergovernmental agreement for the Chadwick Flyer Phase II project.

Partnered with MoDOT to secure design and construction services for the Wilson's Creek trail. MoDOT will design and build the trail in conjunction with the roundabout at Farm Road 182.

### **Task 8 – Operations and Demand Management (25% Complete)**

#### **8.1 Traffic Incident Management Planning**

Held one Traffic Incident Management Committee meeting and completed the annual FHWA TIM Self-Assessment.

#### **8.2 Intelligent Transportation Systems Coordination**

Outreached to FLIR to obtain post processing of travel time data collected using mobile travel time sensors in Republic, Battlefield, and Ozark.

#### **8.3 Travel Sensing and Travel Time Services**

Continued to partner with the City of Springfield and MoDOT in the implementation of travel time sensors throughout the region.

#### **8.4 Coordinate Employer Outreach Activities**

Met with Enterprise Vanpool to be included in information when MoDOT's Vanpool program is finalized.

#### **8.5 Collect and Analyze Data to Determine Potential Rideshare Demand**

No activity during this quarter.

## Task 9 – MoDOT Studies and Data Collection (25% Complete)

### 9.1 MoDOT Transportation Studies and Data Collection

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 177.50 staff hours were completed.

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.D.**

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

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

**CONSENT 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.

The OTO did seek public input. No public input was received regarding TIP Amendment Number Two between September 16, 2021 and November 10, 2021. Any public comments received by November 17, 2021 will be shared before the meeting.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on October 20, 2021, the Technical Planning Committee recommended the Board of Directors approve FY 2022-2025 TIP Amendment Two.



# 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

Phase 1: Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US 65 and Phase 2: US 65 interchange general concept and siting.



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
<b>Totals</b>			<b>\$69,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,000</b>

### 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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$69,000



# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by OTO Section

**TIP #** OK2206-22AM2 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

Phase 1: Pedestrian Crossing location study to determine the best location and cost estimate for the Chadwick Flyer Trail to cross US65 (Phase 2 will include US 65 interchange general concept and siting).



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG-U)	Federal	PLAN	\$35,000	\$0	\$0	\$0	\$35,000
LOCAL	Local	PLAN	\$8,750	\$0	\$0	\$0	\$8,750
<b>Totals</b>			<b>\$43,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,750</b>

### Notes

Non-Federal Funding Source: City of Ozark

FYI: Listed as Task 7.2 in FY 2022 UPWP

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$43,750





# 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
<b>Totals</b>			<b>\$116,000</b>	<b>\$289,406</b>	<b>\$303,876</b>	<b>\$319,070</b>	<b>\$1,028,352</b>

### 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

<b>Prior Cost</b>	\$788,125
<b>Future Cost</b>	\$335,023
<b>Total Cost</b>	\$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
<b>Totals</b>			<b>\$20,000</b>	<b>\$289,406</b>	<b>\$303,876</b>	<b>\$319,070</b>	<b>\$932,352</b>

### 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

<b>Prior Cost</b>	\$788,125
<b>Future Cost</b>	\$335,023
<b>Total Cost</b>	\$2,055,500

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (IM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)	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	\$0,000	\$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
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,600	\$0	\$0	\$448,000
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
EN2005-20	\$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	\$59,302	\$0	\$0	\$0	\$0	\$0	\$0	\$190,843	\$0	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,283	\$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	\$4,000	\$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	\$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
GR1801-19	\$1,600	\$1,600	\$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
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$264,600	\$0	\$0	\$0	\$0	\$0	\$66,200	\$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	\$240,000	\$0	\$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	\$0	\$0	\$1,600	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$17,600	\$0	\$0	\$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	\$32,000	\$0	\$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	\$84,800	\$106,000
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	\$0	\$0	\$1,600	\$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	\$382,038	\$0	\$0	\$0	\$0	\$0	\$1,912,588
NX2202-																			

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	Local LOCAL-AC	Other OTHER	State MoDOT	State MoDOT-GCSA	State MoDOT-AC	TOTAL
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	\$600	\$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	\$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
SP1815-20A5	\$0	\$965,346	\$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	\$1,683,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,085,000
SP1902-20AM5	\$129,940	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,457	\$0	\$0	\$0	\$0	\$0	\$162,435
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$174,400	\$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	\$150,800	\$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	\$1,628,300	\$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	\$811,200	\$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	\$4,819,066	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$1,368,800	\$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	\$1,000	\$0	\$6,400	\$8,400
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
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	\$96,000	\$120,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$37,417,306	\$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	\$25,880,360	\$200,000	\$0	\$12,624,786	\$683,500	\$5,547,000	\$142,356,643
<b>2023</b>																			
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	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$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	\$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	\$1,000	\$2,000
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	\$0	\$0	\$4,000,000	\$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	\$0	\$0	\$357,000	\$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
GR2019-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,400	\$0	\$0	\$0	\$0	\$0	\$970,000	\$93,000	\$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	\$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														

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (IM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal						Local		Other	State			TOTAL	
							FHWA (NHPF)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC		
NK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$8,000	\$10,000
NK2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$257,580	\$50,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	\$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	\$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	\$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	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000	\$15,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	\$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	\$10,000
OT1901-22A2	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406	\$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	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	\$5,000
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$20,000	\$0	\$0	\$350,000	\$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	\$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	\$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	\$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	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$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	\$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	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	\$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	\$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	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$201,394	\$0	\$0	\$227,288	\$0	\$0	\$2,143,410	\$2,143,410
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0	\$0	\$1,115,752	\$0	\$0	\$0	\$0	\$0	\$250,616	\$0	\$0	\$278,938	\$0	\$0	\$2,647,770	\$2,647,770
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000	\$1,302,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$3,752,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938,200	\$0	\$0	\$4,691,000	\$4,691,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$295,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$369,000	\$369,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,400	\$0	\$0	\$247,000	\$247,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000	\$7,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,200	\$0	\$1,148,800	\$1,436,000	\$1,436,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	\$2,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$206,000	\$206,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000	\$30,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$320,000	\$410,000	\$410,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$203,200	\$254,000	\$254,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000	\$180,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$34,000	\$34,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	\$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	\$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	\$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	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$112,000	\$140,000	\$140,000
SUBTOTAL	\$2,589,628	\$16,255,800	\$90,000	\$0	\$16,000	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$4,702,407	\$200,000	\$970,000	\$11,501,326	\$0	\$18,705,400	\$73,613,166	\$73,613,166
2024																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	\$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	\$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	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$10,000	\$10,000
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	\$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	\$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	\$2,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000	\$1,563,000
GR2201-22	\$0	\$5,796,000	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$241,600	\$302,000	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,				

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal						Local		Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
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	\$242,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$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	\$394,000	\$0	\$0	\$0	\$1,578,400	\$0	\$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	\$9,682,400	\$47,770,876
2025																			
CC0801	\$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	\$0	\$0	\$8,000	\$10,000
EN1708	\$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	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$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	\$16,000	\$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	\$4,000	\$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	\$1,038,400	\$2,423,000
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
OK1403-22A2	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,114	\$0	\$0	\$0	\$0	\$0	\$318,370
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	\$1,476,814	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,677,076
GRAND TOTAL	\$42,105,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$382,392	\$60,525,752	\$896,000	\$10,476,400	\$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	<b>\$207,666,000</b>
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	<b>\$19,278,422</b>
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,517,931	<b>\$21,587,251</b>
Funds from Other Sources (inc. Local)		\$26,080,360	\$5,872,407	\$278,775	\$1,476,814	<b>\$33,708,356</b>
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	<b>\$61,113,326</b>
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$58,933,279</b>	<b>\$92,432,448</b>	<b>\$87,044,132</b>	<b>\$60,851,255</b>	<b>\$44,292,241</b>	<b>\$343,353,355</b>
Prior Year Funding		\$58,933,279	\$3,762,193	\$11,853,115	\$19,365,108	<b>-</b>
Programmed State and Federal Funding		<b>(\$147,603,534)</b>	<b>(\$78,953,210)</b>	<b>(\$53,139,261)</b>	<b>(\$38,347,001)</b>	<b>(\$318,043,006)</b>
<b>TOTAL REMAINING</b>	<b>\$58,933,279</b>	<b>\$3,762,193</b>	<b>\$11,853,115</b>	<b>\$19,365,108</b>	<b>\$25,310,349</b>	<b>\$25,310,349</b>

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
<b>Total Anticipated Allocation</b>	<b>\$30,187,469</b>	<b>\$11,418,202</b>	<b>\$1,268,809</b>	<b>\$1,207,236</b>
<b>Programmed through FY2025</b>	<b>(\$45,171,913)</b>	<b>(\$14,988,753)</b>	<b>(\$1,126,474)</b>	<b>(\$781,756)</b>
Estimated Carryover Balance Through FY 2025	\$15,941,413	\$62,648	\$526,927	\$425,480

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



<b>Table G.9 Local Share Financial Capacity</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Battlefield</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$204,703.20</b>	<b>\$541,206.93</b>	<b>\$877,182.38</b>	<b>\$1,212,621.64</b>
<b>City of Nixa</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$1,107,330.74</b>	<b>\$3,121,522.57</b>	<b>\$5,185,278.63</b>	<b>\$7,247,053.67</b>
<b>City of Ozark</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$1,521,694.84</b>	<b>\$3,417,988.58</b>	<b>\$5,313,824.46</b>	<b>\$7,209,195.60</b>
<b>City of Republic</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$1,490,739.41</b>	<b>\$3,175,426.70</b>	<b>\$4,907,175.42</b>	<b>\$6,835,941.50</b>
<b>City of Springfield</b>				
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)
<b>Amount Available for Local Projects</b>	<b>\$11,270,140.65</b>	<b>\$33,571,294.92</b>	<b>\$56,372,334.41</b>	<b>\$78,734,677.24</b>

<b>Table G.9 Local Share Financial Capacity cont.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Strafford</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$111,846.12</b>	<b>\$223,636.64</b>	<b>\$335,370.73</b>	<b>\$447,047.55</b>
<b>City of Willard</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$450,679.48</b>	<b>\$900,459.93</b>	<b>\$1,349,327.86</b>	<b>\$1,797,269.59</b>
<b>Christian County</b>				
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
<b>Amount Available for Local Projects</b>	<b>\$6,614,030.35</b>	<b>\$13,318,837.33</b>	<b>\$20,022,402.58</b>	<b>\$26,724,707.49</b>
<b>Greene County</b>				
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)
<b>Amount Available for Local Projects</b>	<b>\$15,344,968.08</b>	<b>\$35,481,603.12</b>	<b>\$59,594,819.15</b>	<b>\$82,702,459.88</b>
<b>City Utilities</b>				
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)
<b>Available for TIP Project Expenditures</b>	<b>\$764,808.00</b>	<b>\$964,808.00</b>	<b>\$964,808.00</b>	<b>\$3,464,808.00</b>
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)
<b>Amount Available for Local Projects</b>	<b>\$440,592.00</b>	<b>\$1,166,200.00</b>	<b>\$1,778,184.00</b>	<b>\$5,003,992.00</b>

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.D.**

**2022 Performance Targets**

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

**CONSENT 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:

<b>Performance Measure</b>	<b>Statewide Target for CY2022</b>
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 TAKEN:**

At its regularly scheduled meeting on October 20, 2021, the Technical Planning Committee recommended the Board of Directors support the statewide targets.

# 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

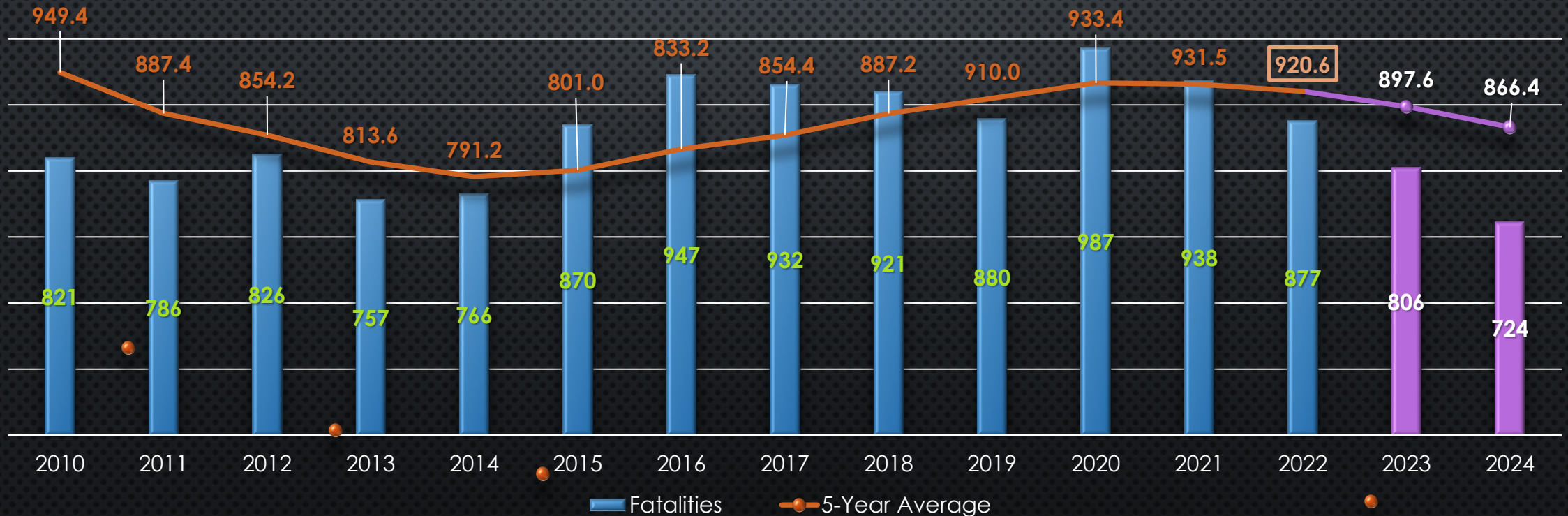
6.260 5.972 • RATE OF SERIOUS INJURIES

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



# MODOT CURRENT NUMBERS

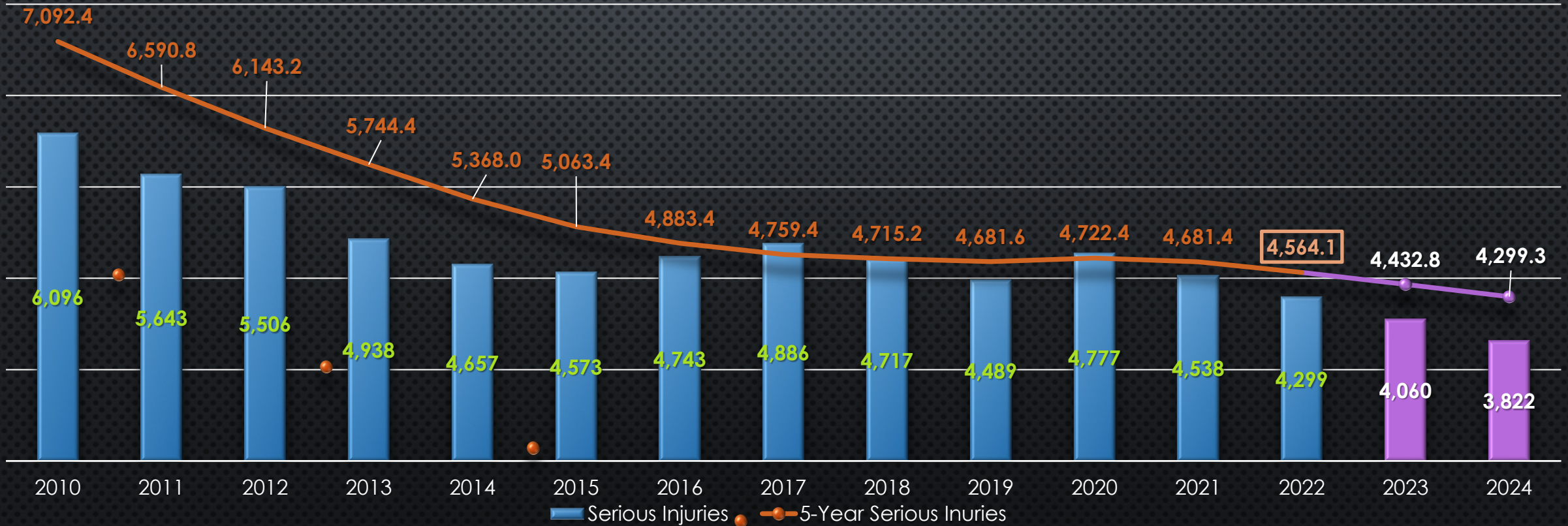
## Annual Fatalities and 5-Year Average Fatalities





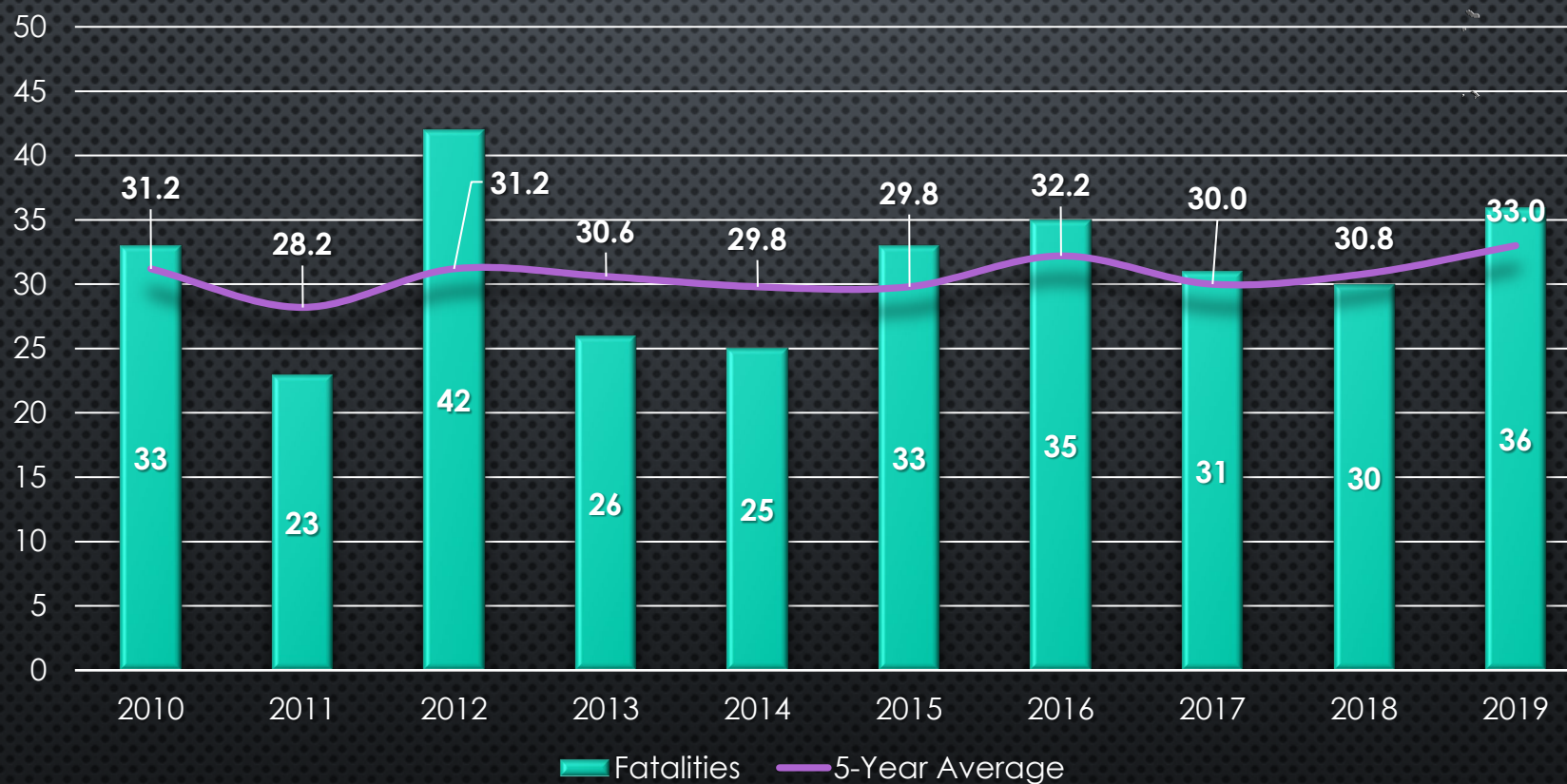
# MODOT CURRENT NUMBERS

Annual Serious Injuries and  
5-Year Avg Serious Injuries



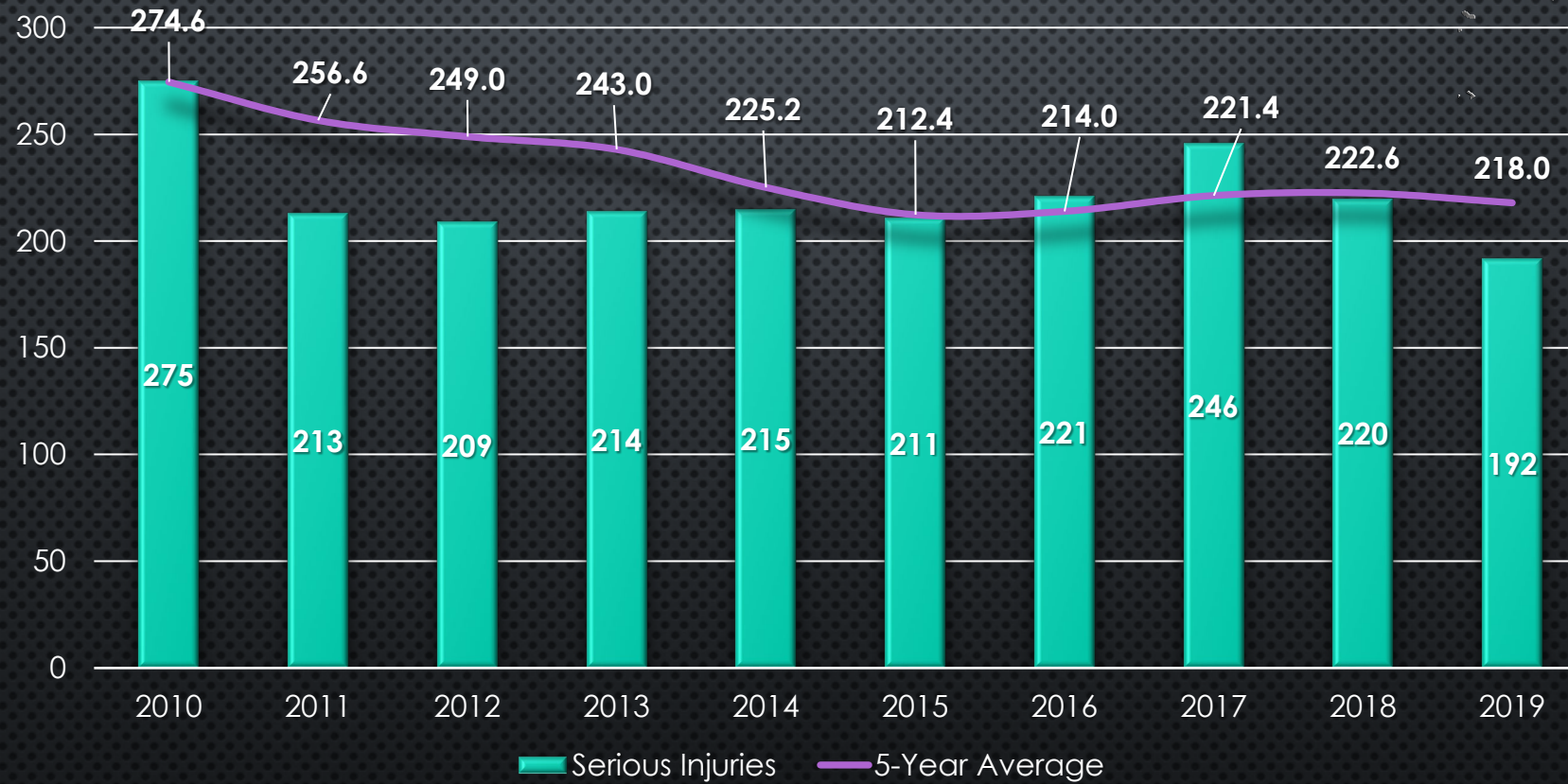


# OTO'S CURRENT NUMBERS





# OTO'S CURRENT NUMBERS

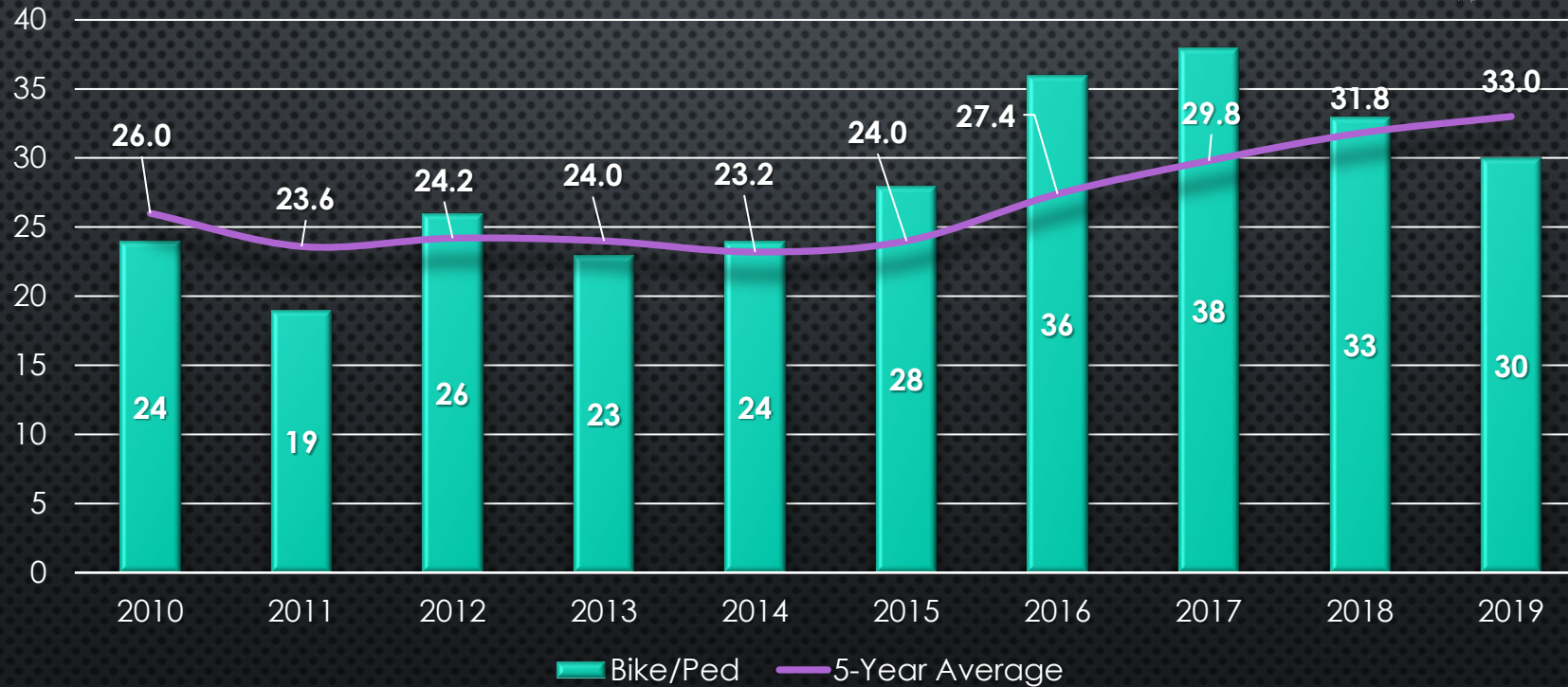




# OTO'S CURRENT NUMBERS



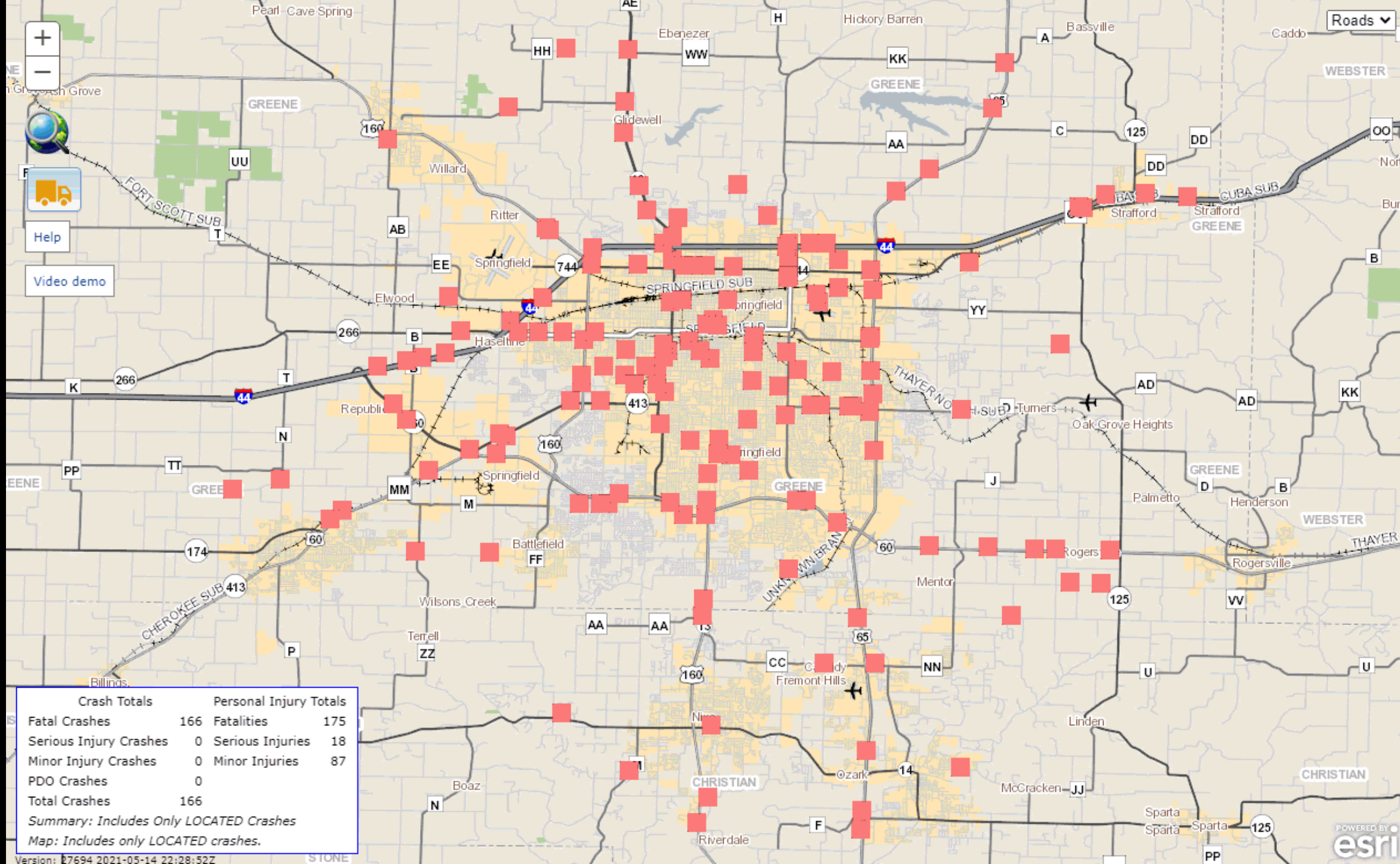
## Bike/Ped Fatalities and Serious Injuries





**FATALITIES, PRIOR 5 YEARS**







**FATALITIES, YEAR TO DATE**

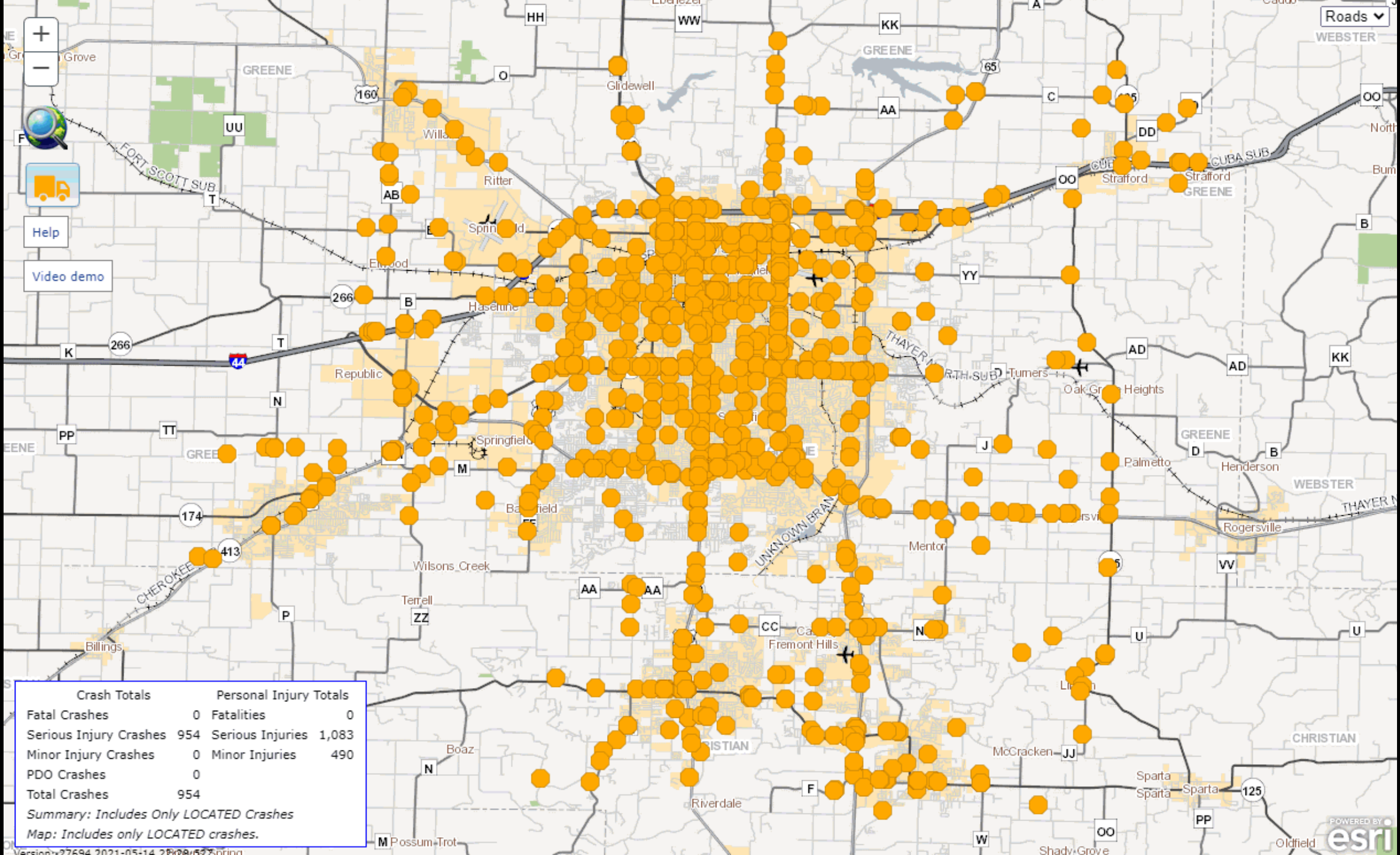






**SERIOUS INJURIES, PRIOR 5 YEARS**

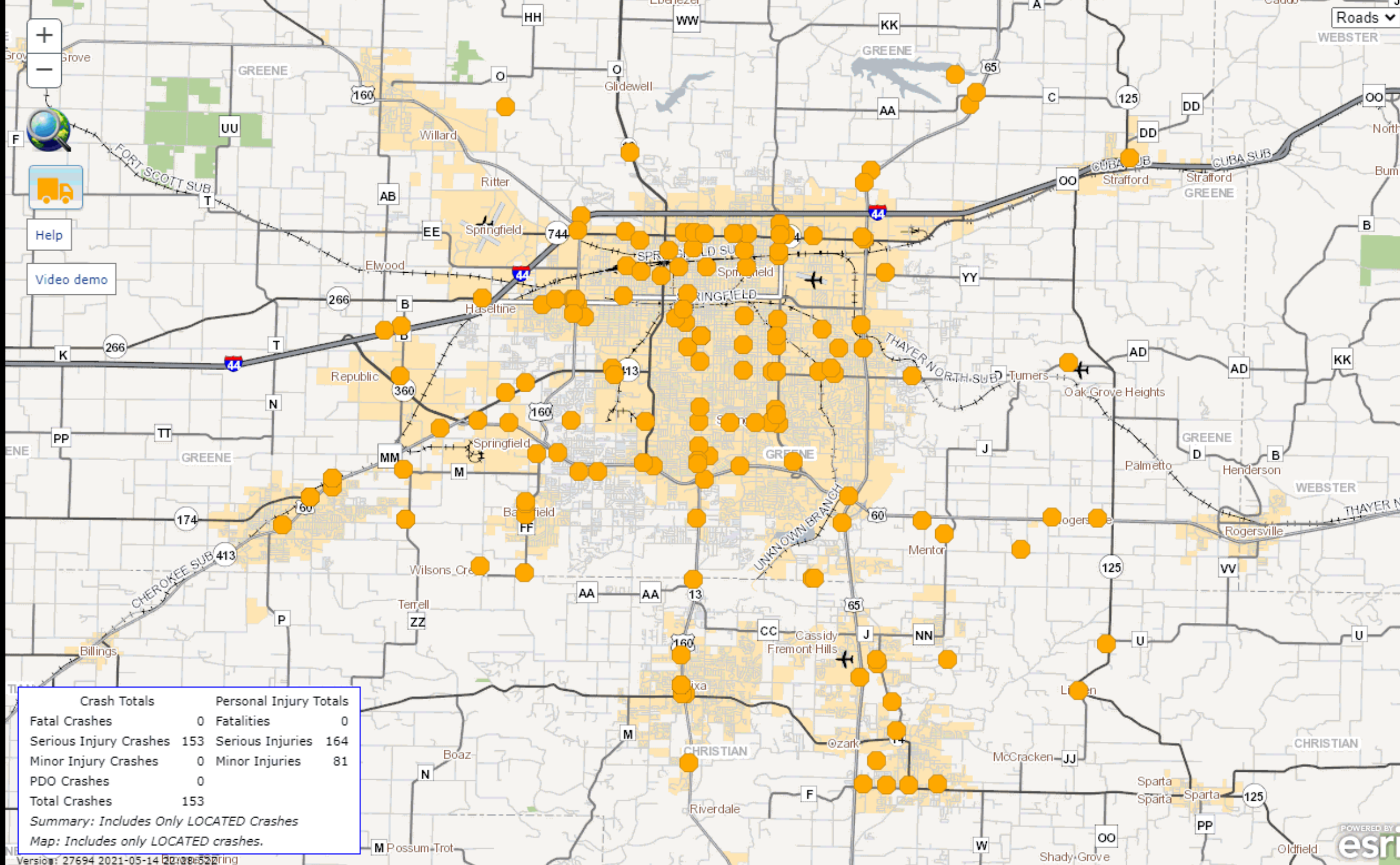






**SERIOUS INJURIES, YEAR TO DATE**

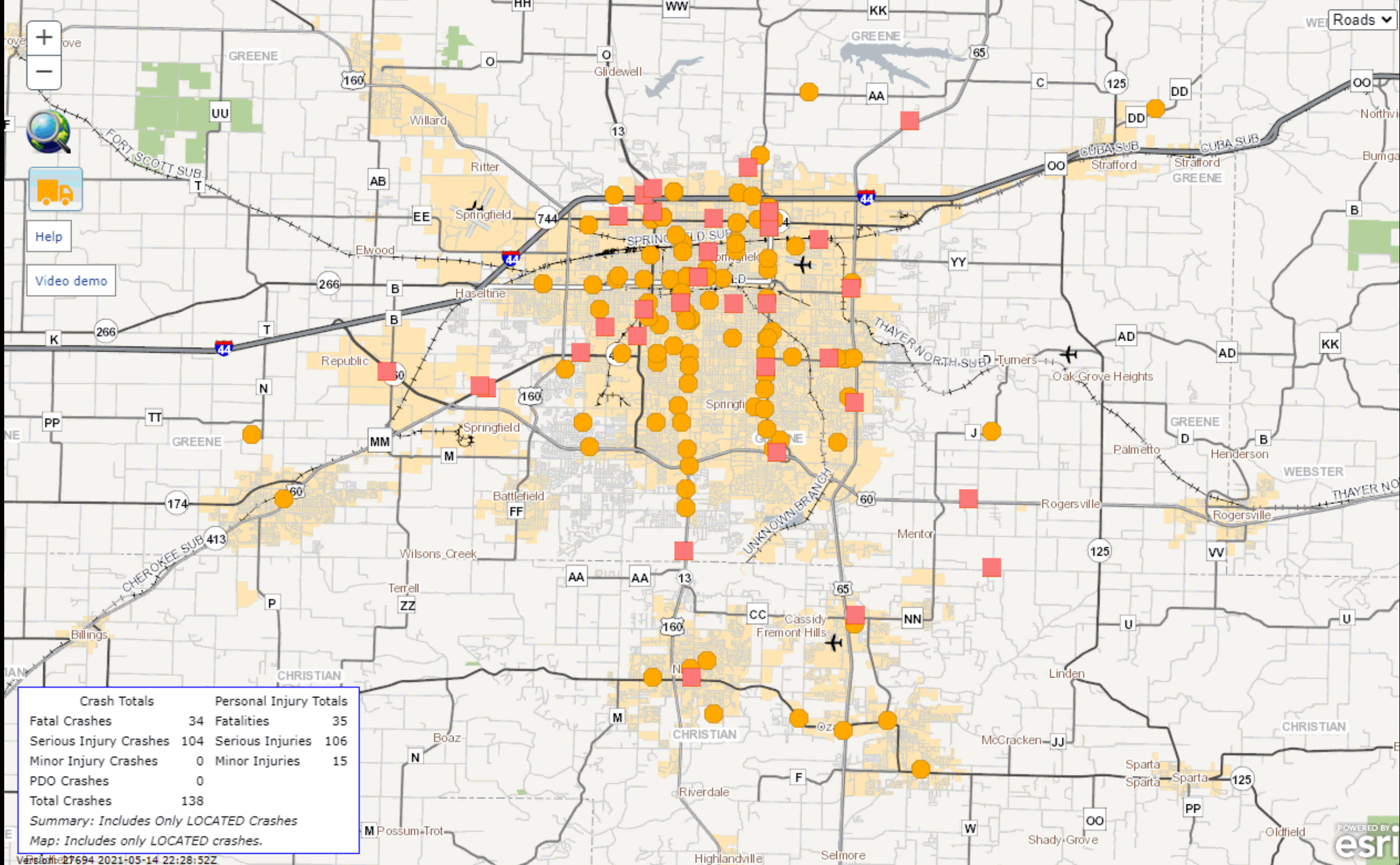






**BIKE/PED, PRIOR 5 YEARS**

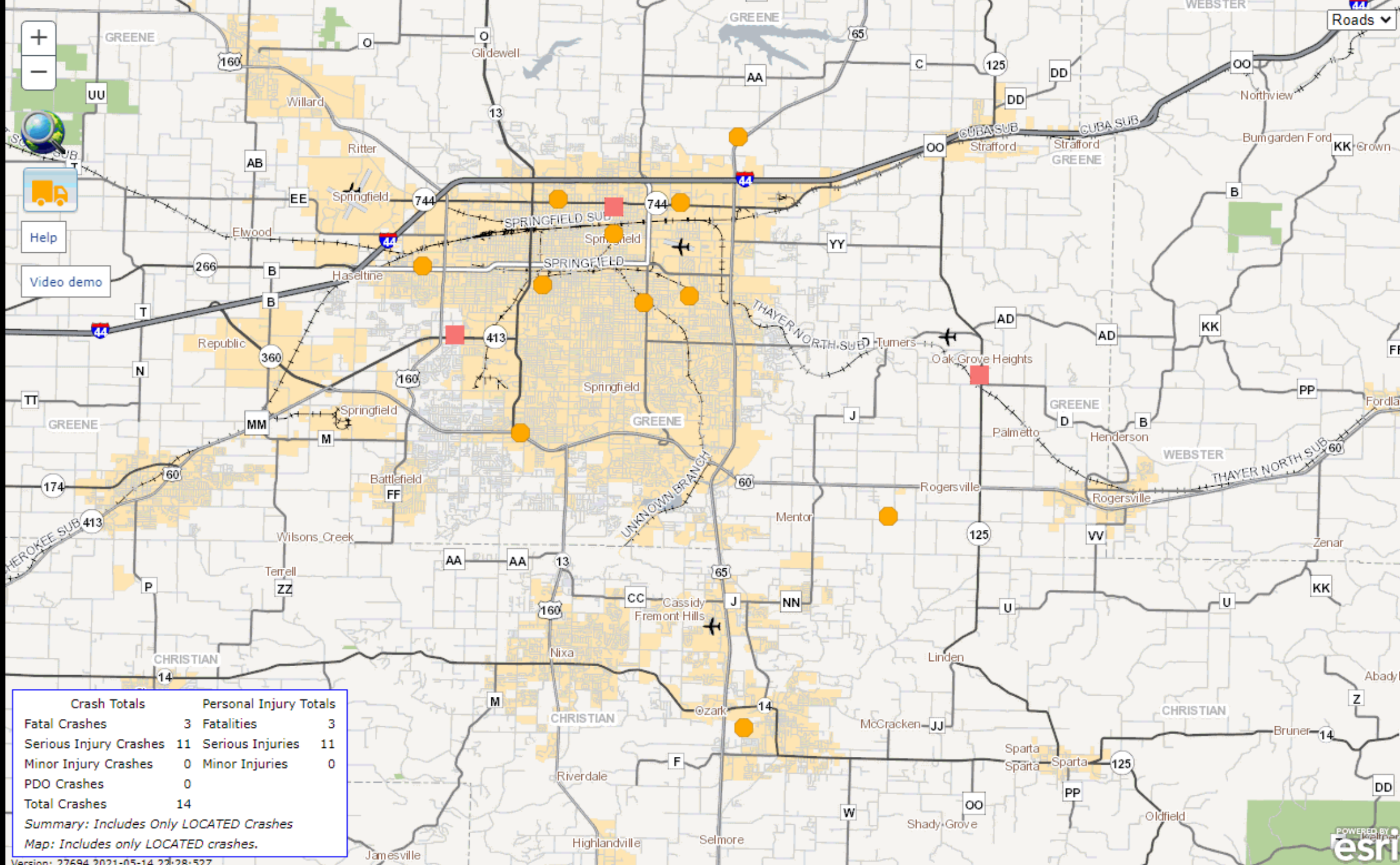






**BIKE/PED, YEAR TO DATE**





**TAB 3**



**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.E.**

**UPWP Administrative Modification Number 1**

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

**CONSENT 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.

**BOARD OF DIRECTORS ACTION REQUESTED:**

**NO ACTION REQUIRED – INFORMATION ONLY**

### 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

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM I.E.**

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

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

**CONSENT 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.*

**BOARD OF DIRECTORS 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

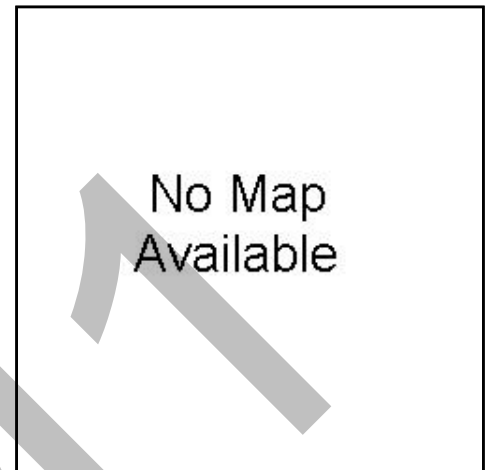
**Bike/Ped Plan?** Yes      **EJ?** Yes

**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
<b>Totals</b>			<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>

#### Notes

Non-Federal Funding Source: Ozark Greenways

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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
<b>Totals</b>			<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>

### Notes

Non-Federal Funding Source: Ozark Greenways

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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

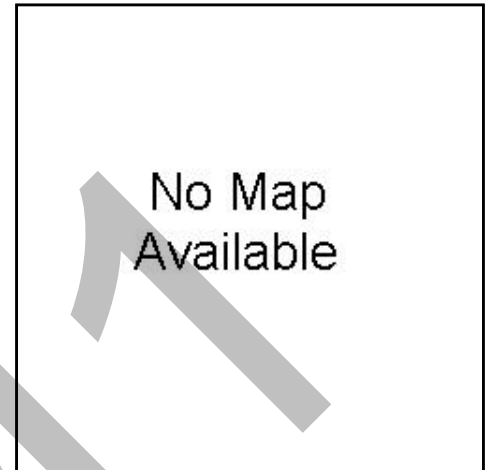
**Bike/Ped Plan?** Yes      **EJ?**

**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
<b>Totals</b>			<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

#### Notes

Non-Federal Funding Source: City of Ozark

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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
<b>Totals</b>			<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

#### Notes

Non-Federal Funding Source: City of Ozark

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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

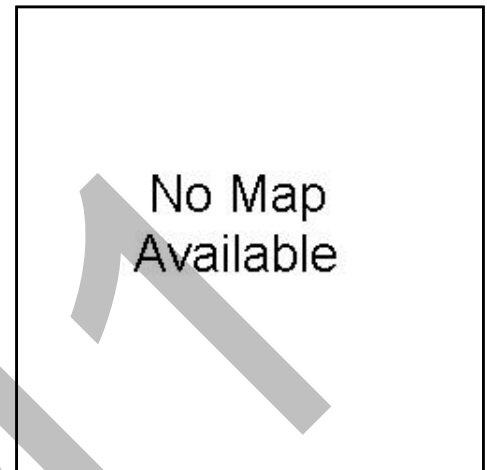
**Bike/Ped Plan?**      Yes      **EJ?**      Yes

**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
<b>Totals</b>			<b>\$1,727,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,727,480</b>

#### Notes

Non-Federal Funding Source: Ozark Greenways

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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

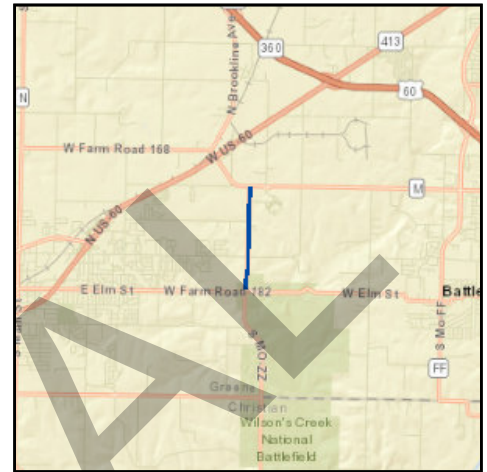
**Bike/Ped Plan?** Yes **EJ?** Yes

**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
<b>Totals</b>			<b>\$1,727,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,727,480</b>

### Notes

Non-Federal Funding Source: Ozark Greenways

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$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	\$0	\$1,246,730	\$0	\$98,150	\$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-																			

## Section E

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (NM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal						LOCAL	Local		Other	State			TOTAL
	\$	\$	\$	\$	\$	\$	FHWA (NHPP)	FHWA (STAP)	FHWA (STBO)	FHWA(BUILD)	FHWA(CRRESSA)	FRA (CRIS)	\$	LOCAL-AC	\$	MoDOT	MoDOT-GCOSA	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	\$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	
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$1,628,300	\$0	\$0	\$8,478,000	
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																	

Ozarks Transportation Organization	G-2	2022-2025 Transportation Improvement Program
------------------------------------	-----	--

## 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(CRRSSA)		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	\$0	\$10,000	
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$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	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000	
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	\$0	\$57,881	\$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	\$1,000	\$0	\$0	\$5,000	
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$20,000	\$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	\$0	\$40,000	\$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	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	
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	
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,394	\$0	\$0	\$227,288	\$0	\$0	\$2,143,410	
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0	\$0	\$1,115,752	\$0	\$0	\$0	\$0	\$0	\$250,816	\$0	\$0	\$278,038	\$0	\$0	\$2,647,770	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$3,752,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938,200	\$0	\$0	\$4,691,000	
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	\$295,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$369,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,400	\$0	\$0	\$247,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,200	\$0	\$1,148,800	\$1,436,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$206,000	
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000	
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000	
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$204,000	\$254,800	
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000	
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$34,000	
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
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	
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	\$23,000	\$0	\$112,000	\$140,000	
SUBTOTAL	\$2,589,628	\$16,255,800	\$90,000	\$0	\$16,000	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$4,702,407	\$200,000	\$970,000	\$970,000	\$11,501,326	\$0	\$18,705,400	\$73,815,156
2024																				
CC1901	\$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	
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	
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000	
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
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	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000	
GR2201-22	\$0	\$5,796,000	\$0	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000	
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000	
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$167,200	\$214,000	
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,800	\$0	\$243,200	\$304,000	
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	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$295,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	
MO1905-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0	\$85,000	
MO2203-22	\$0	\$1,1																		

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
<b>2025</b>																			
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	\$0	\$16,000	\$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	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$4,000
MC1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MC2210-22	\$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	\$0	\$1,600	\$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	\$1,938,400	\$2,423,000
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	\$0	\$4,000	\$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	\$0	\$40,000	\$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	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$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	\$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	\$0	\$40,000	\$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	\$0	\$16,000	\$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											TOTAL Federal Funds	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						
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	<b>\$147,473,534</b>
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	<b>\$78,953,210</b>
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	<b>\$53,139,261</b>
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	<b>\$38,347,001</b>
<b>Total</b>	<b>\$42,001,291</b>	<b>\$ 22,907,900</b>	<b>\$ 6,246,000</b>	<b>\$ 1,240,000</b>	<b>\$ 382,392</b>	<b>\$ 60,525,752</b>	<b>\$ 896,000</b>	<b>\$ 10,478,400</b>	<b>\$ 19,278,422</b>	<b>\$ 2,684,230</b>	<b>\$ 373,500</b>	<b>\$167,013,887</b>	<b>\$ 32,712,356</b>	<b>\$ 95,629,512</b>	<b>\$ 970,000</b>	<b>\$ 21,587,251</b>	<b>\$317,913,006</b>

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

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



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## **Board of Directors 2022 Meeting Schedule**

Meetings are held every other month on the third Thursday from  
12:00 to 1:00 pm in the Ozarks Transportation Organization's Conference Room:  
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

**January 20, 2022**

**March 17, 2022**

**May 19, 2022**

**July 21, 2022**

**September 15, 2022**

**November 17, 2022**

Please provide requests for agenda items 2 weeks prior to meeting date.



**TAB 4**

## **BOARD OF DIRECTORS AGENDA 11/18/2021; 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 in 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. The highlighted projects have been requested for further consideration pending review of studies that are currently underway.

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 TAKEN:**

At its regularly scheduled meeting on October 20, 2021, the Technical Planning Committee

recommended the Board of Directors approve the proposed 2023-2027 STIP Project Priorities.

**BOARD OF DIRECTORS ACTION REQUESTED:**

“Move to approve the proposed 2023-2027 STIP Project Priorities.”

OR

“Move to approve the proposed 2023-2027 STIP Project Priorities with the following changes...”

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 5**

**BOARD OF DIRECTORS AGENDA 11/18/2021; 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 TAKEN:**

At its regularly scheduled meeting on October 20, 2021, the Technical Planning Committee recommended the Board of Directors approve the MoDOT Unfunded Needs List.

**BOARD OF DIRECTORS ACTION REQUESTED:**

“Move to approve the MoDOT Unfunded Needs List.”

OR

“Move to approve the MoDOT Unfunded Needs List with the following changes...”



## 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 6**

## BOARD OF DIRECTORS AGENDA 11/18/2021; 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**

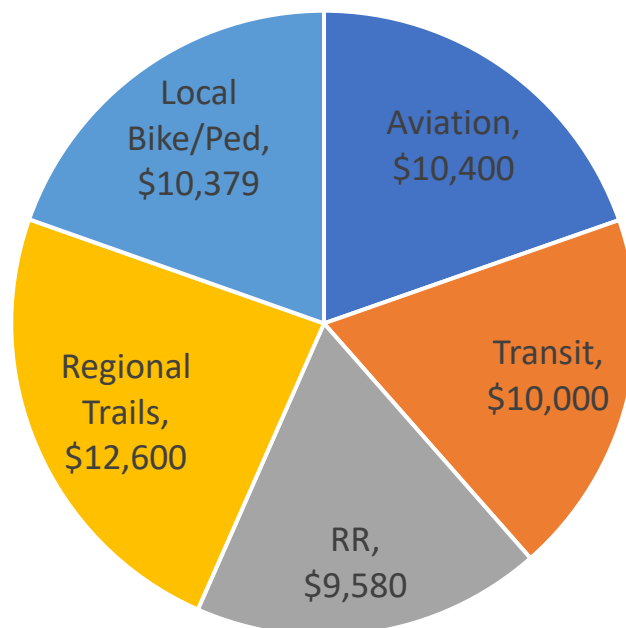
Staff solicited needs from our aviation and transit partners and sought input from members regarding rail needs. Regional Trail needs were identified in consultation with the Bicycle and Pedestrian Advisory Committee.

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

### Multimodal Unfunded Needs



*Values in Thousands*

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 TAKEN:**

At its regularly scheduled meeting on October 20, 2021, the Technical Planning Committee recommended the Board of Directors approve the MoDOT Unfunded Multimodal Needs List.

**BOARD OF DIRECTORS ACTION REQUESTED:**

"Move to approve the MoDOT Multimodal Unfunded Needs List."

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	Sidwalk from E Kentwood E Lee	Republic		\$ 49					\$ 49
N Main	Sidwalk 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 7**



**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM II.D.**

**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*.

**BOARD OF DIRECTORS 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



# Table of Contents

- Planning Ahead



- Moving Ahead



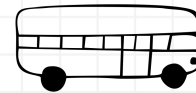
- Clear Skies Ahead



- Safe Travels



- People in Transit



- Out and About



- Delivered

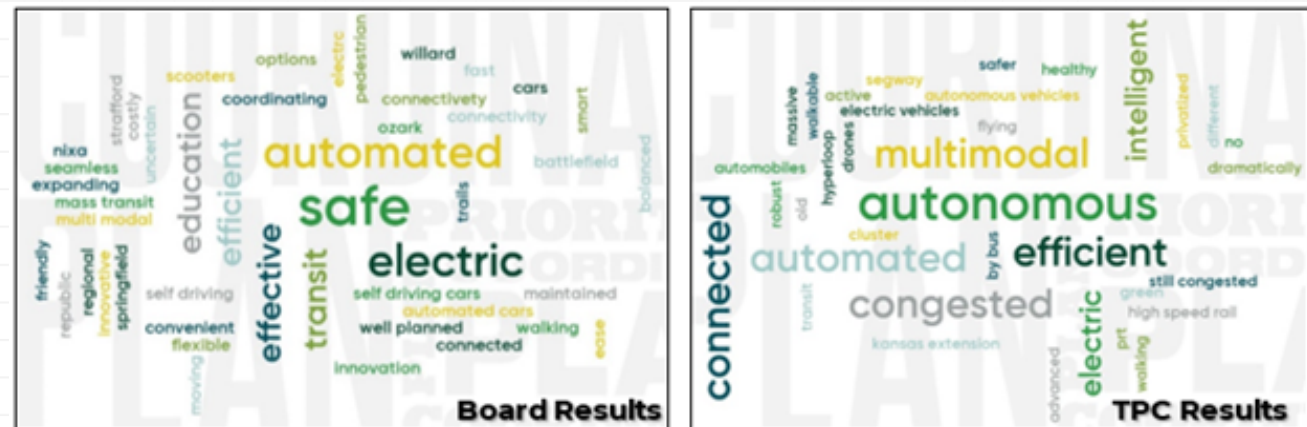


- Learn More



# 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.

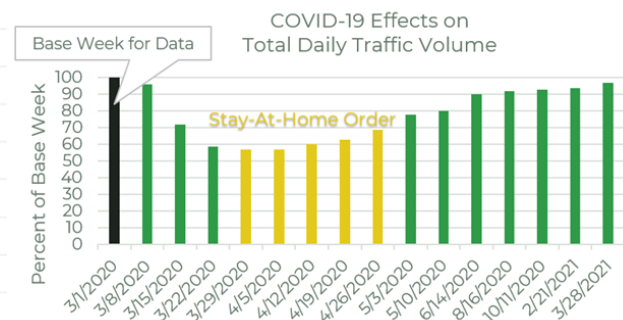
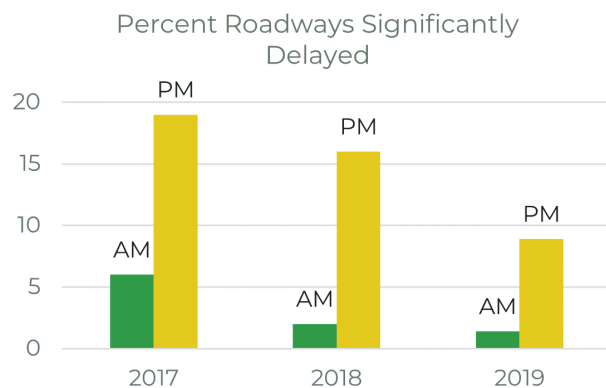


## "What are the region's transportation strengths?" Survey Results

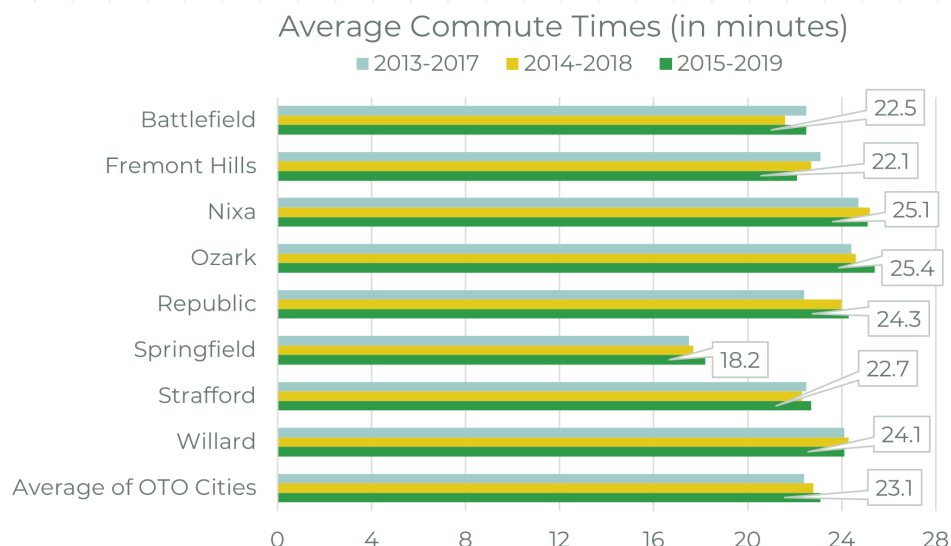
# Moving Ahead

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.





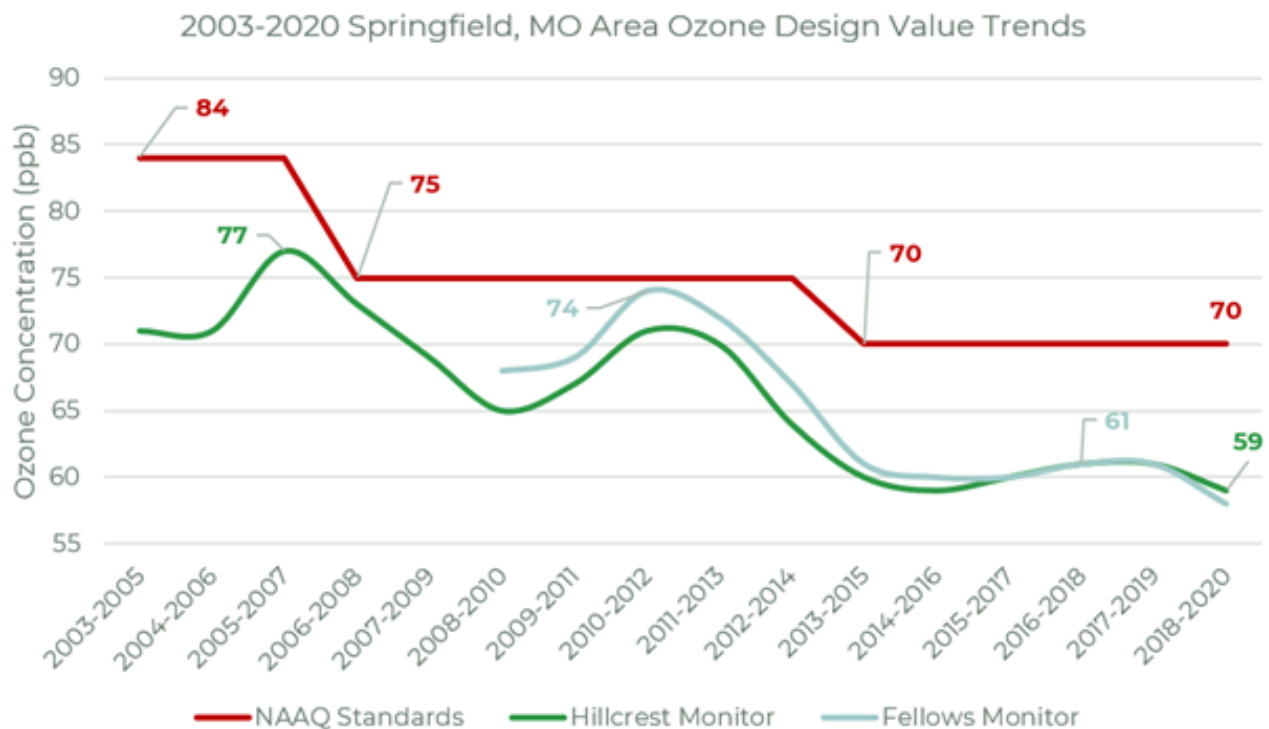
# Clear Skies Ahead

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

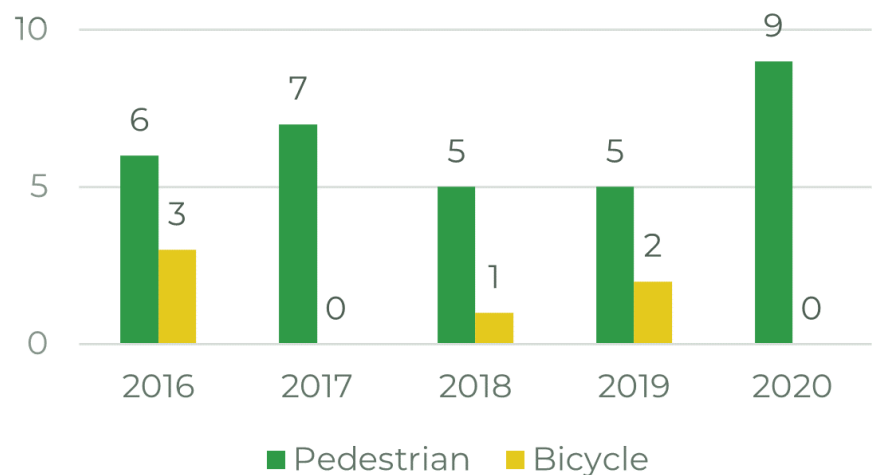
Funding continues to be available through the VW Trust Fund. Current opportunities can be found on the DNR VW Trust Fund Webpage - <https://dnr.mo.gov/air/what-were-doing/volkswagen-trust-funds>.



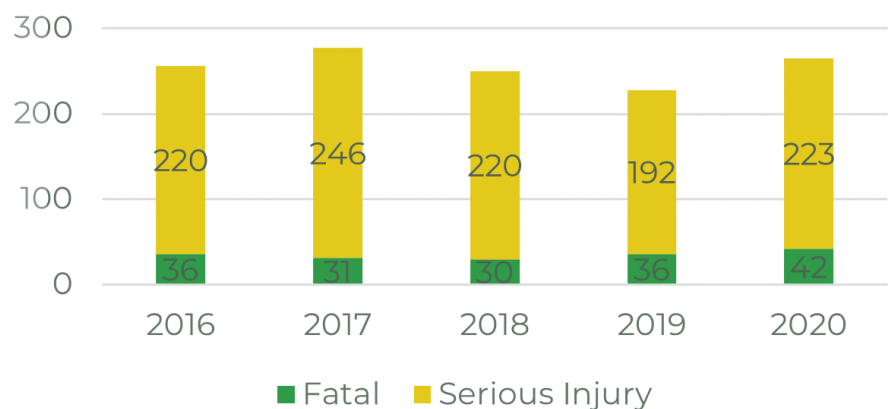
# Safe Travels

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:

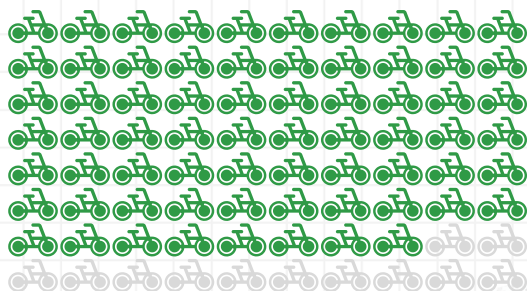
- Fulbright Spring Greenway trail between Lost Hill Park and Truman School
- Mount Vernon Bridge over Jordan Creek making room for future trail under Mount Vernon Street
- Jordan Creek Trail through West Meadows
- Sidepath along Fremont between Sunset and Battlefield
- New Riverside Bridge with walk/bike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

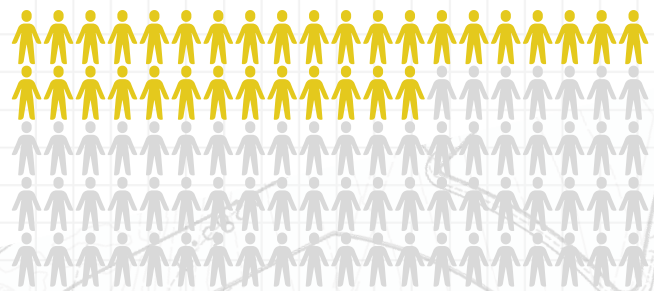
**LET'S BE TOGETHER-ISH**



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



**68 Miles of Trail for  
Transportation**



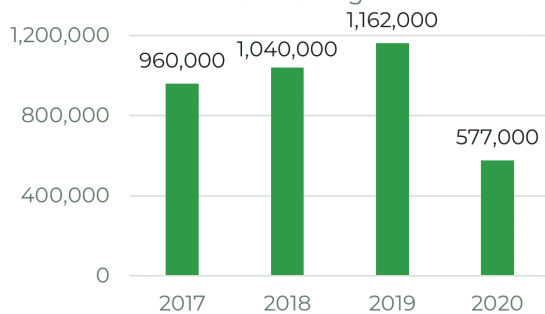
**32.64 percent of roads  
with sidewalk**

# Delivered

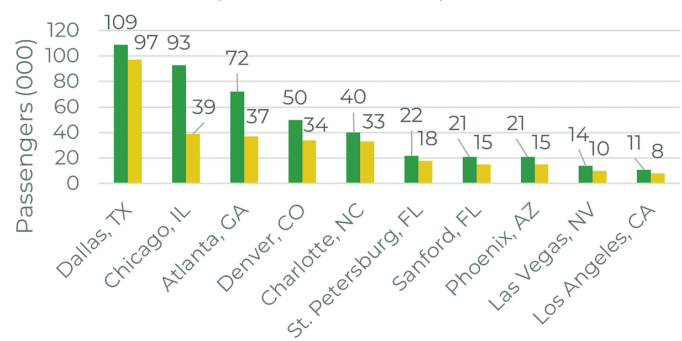
The Springfield-Branson National Airport was ready for 2020 to be another record-breaking year, following two years of 1 million+ passengers. Early in the year, construction finished on 750 additional parking spaces. Airlines had added 8 percent additional capacity in 2019. By the conclusion of 2020, 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>

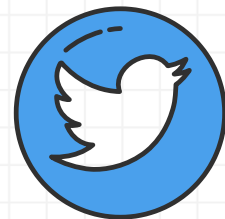
<https://www.ozarkstransportation.org/our-resources/reports-and-studies>

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

## Find us on Facebook and Twitter!

<https://www.facebook.com/ozarkstransportationorganization>

<https://twitter.com/theOTOMPO>



## Attributions

- Alex Muravev from the Noun Project - Pencil, Map Pin, Cloud, Document
- Olga from the Noun Project - Cloud
- Tatyana from the Noun Project - Bicycle, Flashing Lights
- Valeriia Vlasovtseva from the Noun Project - Bus
- 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

2208 W. Chesterfield Boulevard, Suite 101  
Springfield, Missouri 65807  
(417) 865-3042  
(417) 862-6013  
[www.OzarksTransportation.org](http://www.OzarksTransportation.org)

**TAB 8**

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM II.E.**

**FY 2022 Operational Budget Amendment Two**

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

**AGENDA DESCRIPTION:**

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. An amendment is proposed to the OTO Operational Budget for FY 2022. There are two additional projects proposed in the amended budget and one proposed funding increase. The operational budget includes only revenues that are deposited in the OTO's bank accounts and expenditures that are paid by OTO.

***Explanation***

**Discretionary Grant Application Assistance**

The OTO has been presented with the possibility to assist with an Infrastructure for Rebuilding America (INFRA) Discretionary Grant for I-44. The OTO would like to increase the Operational Budget to include the expense up to \$85,000 for this grant assistance.

**Chadwick Flyer Crossing Study**

The OTO is amending the Chadwick Flyer/US 65 Study contract with the City of Ozark for additional scope in the amount of \$23,750. The scope will now include some preliminary scoping to site the Longview Interchange. This is included to ensure the pedestrian facility proposal will not conflict with the future interchange.

The OTO would like to utilize an additional \$80,000 in Surface Transportation Block Grant (STBG) funding:

- \$61,000 additional will be allocated to OTO in STBG funding. This is an increase in funds taken off the top prior to suballocating to members. The total STBG funding to OTO for FY 2022 is proposed to be \$236,800. This includes \$156,800 after this proposed amendment plus \$80,000 for the North 13 Corridor Study.
- \$19,000 additional will come from the City of Ozark's STBG funds.

There was an Administrative Modification to the FY 2022 UPWP to show the reallocation of this \$80,000 STBG funds to the discretionary grant assistance and Chadwick Flyer study. There will also be a TIP amendment for the additional federal funds.

**Chadwick Flyer Phase III**

The OTO Board of Directors approved federal funds for three trail projects. OTO staff is proposing that OTO manage the construction of the Chadwick Flyer Phase III on City Utilities property at the James River Power Station. The FHWA CRRSSA funds that are programmed in the FY 2022-2025 TIP are proposed to be added to the OTO Operational Budget in the amount of \$1,132,750. Local match is being provided by Ozark Greenways in the amount of \$67,250.

#### Revenue

- Increasing the Surface Trans Block Grant Revenue line by \$80,000 to \$156,800.
- Adding CRRSSA Funds in the amount of \$1,132,750 for the trail construction of the Chadwick Flyer Phase III.
- Increasing the Local Jurisdiction Match Funds by \$72,000. \$67,250 for the CRRSSA Match requirement and \$4,750 for the Chadwick Flyer Crossing Study.

#### Expense

- Increasing the Trans Consult/Model Services Expense line by \$100,000 for a total of \$496,000.
- Adding an expense line for Trail Construction in the amount of \$1,200,000.

#### **EXECUTIVE COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on October 13, 2021, the Executive Committee recommended the Board of Directors approve the OTO FY 2022 Operational Budget Amendment Two.

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the OTO FY 2022 Operational Budget Amendment Two.”

OR

“Move to approve the OTO FY 2022 Operational Budget Amendment Two with the following changes...”

FY 2022 OPERATING BUDGET

Amendment #2

Draft

	ORIGINAL APPROVED FY 2022	AMENDMENT #1 FY 2022	AMENDMENT #2 FY 2022	Amendment # Increase/Decrease
	Jul '21 - Jun 22	Jul '21 - Jun 22	Jul '21 - Jun 22	Amendment #2
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	
Miscellaneous Revenue				
Total Other Types of Income	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	
OTO Revenue				
Consolidated Planning Grant CPG	\$ 903,089.00	\$ 903,089.00	\$ 903,089.00	
Local Jurisdiction Match Funds	\$ 188,208.16	\$ 213,208.16	\$ 285,208.16	+\$67,250 OGW Match +\$4,750 Ozark Match
Chadwick Flyer Phase III CRRSSA Funds	\$ -	\$ -	\$ 1,132,750.00	+\$1,132,750 for Chadwick Flyer III
North Highway 13 Corridor Study Funds STBG	\$ -	\$ 240,000.00	\$ 240,000.00	
Surface Trans Block Grant	\$ 156,800.00	\$ 76,800.00	\$ 156,800.00	+\$61,000 Grant Applications +\$19,000 Chadwick Flyer Study
Total OTO Revenue	\$ 1,248,097.16	\$ 1,433,097.16	\$ 2,717,847.16	
Total Income	\$ 1,252,097.16	\$ 1,437,097.16	\$ 2,721,847.16	
Gross Profit	\$ 1,252,097.16	\$ 1,437,097.16	\$ 2,721,847.16	
Expense				
Bank Fees	\$ 20.00	\$ 20.00	\$ 20.00	
Building				
Building Lease	\$ 54,060.00	\$ 54,060.00	\$ 54,060.00	
Common Area Main Exp	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	
Infill Costs	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	
Maintenance	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	
Office Cleaning	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00	
Utilities	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00	
Total Building	\$ 86,060.00	\$ 86,060.00	\$ 86,060.00	
Commodities				
Office Supplies/Furniture	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	
OTO Media/Advertising	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	
OTO Promotional Items	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00	
Public Input Promotional Items	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	
Publications	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	
Total Commodities	\$ 17,000.00	\$ 17,000.00	\$ 17,000.00	
Information Technology				
Computer Upgrades/Equip Replace	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	
Data Storage/Backup	\$ 4,800.00	\$ 4,800.00	\$ 4,800.00	
GIS Licenses	\$ 5,500.00	\$ 5,500.00	\$ 5,500.00	
IT Maintenance Contract	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	
Software	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	
Webhosting	\$ 2,300.00	\$ 2,300.00	\$ 2,300.00	
Total Information Technology	\$ 37,600.00	\$ 37,600.00	\$ 37,600.00	
Insurance				
Directors & Officers	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	
Errors & Omissions	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	
Professional Liability	\$ 2,800.00	\$ 2,800.00	\$ 2,800.00	
Workers Compensation	\$ 1,700.00	\$ 1,700.00	\$ 1,700.00	
Total Insurance	\$ 10,500.00	\$ 10,500.00	\$ 10,500.00	
Operating				
Copy Machine Lease				
Lease Interest Expense	\$ 200.00	\$ 200.00	\$ 200.00	
Lease Principal Expense	\$ 1,650.00	\$ 1,650.00	\$ 1,650.00	
Maintenance for Copier	\$ 650.00	\$ 650.00	\$ 650.00	
Toner & Overages	\$ 3,200.00	\$ 3,200.00	\$ 3,200.00	
Total Copy Machine Lease	\$ 5,700.00	\$ 5,700.00	\$ 5,700.00	
Dues/Memberships	\$ 9,000.00	\$ 9,000.00	\$ 9,000.00	

	ORIGINAL APPROVED FY 2022	AMENDMENT #1 FY 2022	AMENDMENT #2 FY 2022	Amendment # Increase/Decrease
	Jul '21 - Jun 22	Jul '21 - Jun 22	Jul '21 - Jun 22	Amendment #2
Education/Training/Travel	\$ 23,000.00	\$ 23,000.00	\$ 23,000.00	
Food/Meeting Expense	\$ 4,300.00	\$ 4,300.00	\$ 4,300.00	
Legal/Bid Notices	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	
Postage/Postal Services	\$ 1,800.00	\$ 1,800.00	\$ 1,800.00	
Printing/Mapping Services	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	
Public Input Event Registration	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	
Staff Mileage Reimbursement	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00	
Telephone/Internet	\$ 5,500.00	\$ 5,500.00	\$ 5,500.00	
Total Operating	\$ 60,800.00	\$ 60,800.00	\$ 60,800.00	
Personnel				
Mobile Data Plans	\$ 2,800.00	\$ 2,800.00	\$ 2,800.00	
Payroll Services	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	
Salaries				
Total Salaries	\$ 729,001.22	\$ 729,001.22	\$ 729,001.22	
Total Personnel	\$ 734,801.22	\$ 734,801.22	\$ 734,801.22	
Services				
Aerial Photos	\$ -	\$ -	\$ -	
Audit	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	
Legislative Education	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	
Long Range Plan Update	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	
Professional Services (Legal, Acctng, HR)	\$ 65,000.00	\$ 65,000.00	\$ 65,000.00	
TIP Tool Maintenance	\$ 9,600.00	\$ 9,600.00	\$ 9,600.00	
Trail Construction (Programmed in 2022-2025 TIP)	\$ -	\$ -	\$ 1,200,000.00	+\$1,200,000 Chadwick Flyer Ph III
Trans Consult/Model Services	\$ 196,000.00	\$ 396,000.00	\$ 496,000.00	+\$76,250 Grant Applications and \$23,750 Chadwick Flyer Crossing
Travel Sensing & Time Serv Proj	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	
Total Services	\$ 295,600.00	\$ 495,600.00	\$ 1,795,600.00	
Total Expense	\$ 1,242,381.22	\$ 1,442,381.22	\$ 2,742,381.22	
Net Ordinary Income	\$ 9,715.94	\$ (5,284.06)	\$ (20,534.06)	
Net Income	\$ 9,715.94	\$ (5,284.06)	\$ (20,534.06)	

Not Included in UPWP Budget

Amendment One: added North 13 Corridor Study all funds

Amendment Two: added: \$1.2 Million Chadwick Flyer Trail Construction, \$76,250 Grant Applications, and \$23,750 Chadwick Flyer Crossing Study



**TAB 9**

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM II.F.**

**Bylaw Amendment - Change in Treasurer Duties**

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

**AGENDA DESCRIPTION:**

Staff is proposing a change to the OTO bylaws to reflect additional staffing capacity and the ability to better segregate duties to relieve the burden placed on the Treasurer position in terms of time. The proposal will still allow for general oversight while not requiring oversight of day to day expenditures.

***Explanation***

The intent is to remove the treasurer from the requirements to review purchases made by check or purchasing card. Instead, the treasurer will be provided any records upon request. At a minimum the treasurer will be provided monthly bank reconciliations and financial reports.

The proposed bylaw amendment is outlined below.

**Section 5.03: Contracts, Checks, Deposits and Funds**

- B. All checks, drafts or orders for the payment of money, notes or other evidences of indebtedness issued in the name of the Organization, shall be signed by such officer or officers, agent or agents of **the Organization or managing employee or employees and in such manner as shall from time to time be determined by resolution of the Board of Directors**. In the absence of such determination of the Board of Directors, the Treasurer shall sign such instruments.

**Section 6.5: Officers**

- ~~C. The Board of Directors shall elect a Treasurer. The Treasurer shall be in charge of funds of the Organization and approve payments and expenses as authorized by the Board of Directors. The Treasurer shall be responsible to coordinate with the audit committee for financial reporting as may be desired.~~

**TO BE REPLACED WITH:**

- C. The Board of Director shall elect a Treasurer. The Treasurer shall be charged with the general financial oversight of the OTO. The Treasurer will be an authorized signer on the OTO bank account and will be provided monthly bank reconciliations. All financial records of the organization will be made available to the OTO Treasurer upon request. The Treasurer, or treasurer designee will present financial reports to the Board. The Treasurer will coordinate with the audit committee.

**EXECUTIVE COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on October 13, 2021, the Executive Committee recommended the Board of Directors to direct Staff to draft a Resolution to allow the Executive Director to sign checks and to approve the Bylaw amendment.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the Bylaw Amendment as outlined.”

OR

“Move to approve the Bylaw Amendment as revised to include the following...”

**TAB 10**

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM II.G.**

**Resolution of the Board of Directors Authorizing the Approval of Payment**

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

**AGENDA DESCRIPTION:**

Staff is requesting the OTO Board of Directors approve the included resolution to authorize the payment of expenses of the organization.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the Resolution as outlined.”

OR

“Move to approve the Resolution as revised to include the following.....”

**OTO RESOLUTION #2021-1**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE OZARKS TRANSPORTATION ORGANIZATION AUTHORIZING THE APPROVAL OF PAYMENT**

Whereas, the Ozarks Transportation Organization Board of Directors wishes to simplify the duties of the OTO Treasurer and streamline the accounting functions of the organization; and

Whereas, the duties of the Treasurer are modified in accordance with the bylaw amendment dated November 18, 2021 to ensure continued financial oversight but reduce day to day oversight; and

Whereas, the bylaws of the organization instruct the Board of Directors to make a determination as to the authorization of agents to make payments on behalf of the organization; and

Whereas, the OTO Board of Directors wishes to convey the approval of payments on behalf of the organization to the Executive Director.

**NOW, THEREFORE BE IT RESOLVED BY THE OZARKS TRANSPORTATION ORGANIZATION BOARD OF DIRECTORS AS FOLLOWS;**

Section 1- The Executive Director, Sara Fields, shall be authorized to approve all checks, drafts and orders for the payment of money, notes, or other evidences of indebtedness on behalf of the Ozarks Transportation Organization.

Section 2- In the event the Executive Director is unavailable, any officer of the organization is authorized to approve all checks, drafts and orders for the payment of money, notes, or other evidences of indebtedness on behalf of the Ozarks Transportation Organization.

Section 2- This resolution shall be in effect from and after passage.

Passed at meeting: \_\_\_\_\_

---

The Honorable Andrew Lear  
Chairman of the Board  
Ozarks Transportation Organization

---

The Honorable John Russell  
Vice- Chairman of the Board  
Ozarks Transportation Organization



**TAB 11**

**BOARD OF DIRECTORS AGENDA 11/18/2021; ITEM II.H.**

**Appointment of 2022 OTO Officers**

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

**AGENDA DESCRIPTION:**

Pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2021 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2021 Nominating Committee is made up of the following three Board Members of OTO:

Travis Cossey, Assistant Director of Nixa Utilities and Public Works, City of Nixa  
Skip Jansen, City Utilities Transit Representative  
Dan Smith, Public Works Director City of Springfield

The Nominating Committee will present the following slate of officers at the December Board meeting. The Chair and Vice Chair is prescribed in the bylaws as a rotation between Greene County, Christian County/Nixa/Ozark, and the City of Springfield. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

**2022 Slate of Officers/Executive Committee**

<b>Position</b>	<b>Name</b>	<b>Affiliation</b>
Chairman	John Russell	Greene County
Vice-Chairman	Steve Childers	City of Ozark
Secretary	David Cameron	City of Republic
Treasurer	Travis Cossey	City of Nixa
Past Chairman	Andrew Lear	City of Springfield
Executive Committee	Brian Weiler	Springfield Branson National Airport
Executive Committee	Brad Gray	City of Willard

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to appoint the 2022 OTO Officers and Executive Committee as presented.”

OR

“Move to appoint the 2022 OTO Officers and Executive Committee with the following changes...”

**TAB 12**

# Emergency Responders Adopt New Goal for Road Clearance

**Crash Responder Safety Week is Nov. 8-14**

JEFFERSON CITY – The Missouri Department of Transportation and the Missouri State Highway Patrol have signed the Missouri Open Roads Agreement, a first-of-its-kind document that provides guidance to emergency responders clearing incidents from Missouri highways. In the agreement, the agencies adopted a goal to clear traffic incidents safely from the roadway in no more than 90 minutes from the arrival of the first responder.

MoDOT, MSHP and other emergency responders are calling on drivers to do their part by staying alert, slowing down and, when possible, moving over to give them room to work. To remind motorists what’s on the line, the Federal Highway Administration has declared the week of Nov. 8-14 as Crash Responder Safety Week.

“Traffic congestion is a growing problem in Missouri, and we know most of it is related to incidents like crashes, stalled vehicles and debris,” said Ed Hassinger, MoDOT deputy director and chief engineer. “The Open Road Agreement will help strengthen the joint efforts of Missouri’s emergency responders to quickly and safely clear our highways of these incidents and get traffic back to normal.”

There were more than 131,000 traffic crashes in Missouri in 2020. As part of MoDOT’s work to maintain a safe and reliable transportation system, the department’s emergency response personnel respond to more than 6,000 traffic incidents each month on average.

"Every day, first responders place themselves in danger along Missouri roadways investigating crashes, assisting stranded motorists and enforcing traffic laws," said Colonel Eric Olson, MSHP superintendent. "Please slow down, move over and give them room to work."

When motorists approach any responders or emergency vehicles on the side of the highway with flashing lights, they should move over. Missouri’s Move Over law requires drivers to either change lanes or slow down when approaching stationary MoDOT, law enforcement or other emergency vehicles with flashing lights. To help protect those who protect us, all 50 states enforce some form of the Move Over law.

For more information about Crash Responder Safety Week and what drivers can do to protect Missouri’s emergency responders, visit [savemolives.com](https://savemolives.com). To view the Missouri Open Roads Agreement in its entirety, visit [modot.org](https://modot.org).

####

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit [www.modot.org](https://www.modot.org). To receive the latest statewide news and text alerts, signup for [e-updates](#).

Follow MoDOT: [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

## Districts Involved

STATEWIDE

**Published On:** Thu, 11/04/2021 - 09:00

## Missouri Department of Transportation

105 W. Capitol Avenue  
Jefferson City, MO 65102  
1-888-ASK-MODOT (275-6636)  
1-866-831-6277 (Motor Carrier Services)

Our Mission, Values and Tangible Results

Missouri Highways and Transportation Commission

## How Do I...

Report a road concern

Report a blocked highway-railroad crossing

Rate a work zone

Request a highway map

Request a Speaker

Adopt a section of highway

Renew my driver's license

File a claim

Renew License Plates Online

Missouri State Government

Missouri Amber Alert

Missouri Homeland Security



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



A new AAA Foundation for Traffic Safety report finds several unsafe driving behaviors – including red light running, drowsy driving, and driving impaired on cannabis or alcohol – declined over the past three years. Meanwhile, the same report found that several other problematic behaviors, such as speeding and using a handheld cell phone, have not.

*[Above image via AAA]*

The new data is from the AAA Foundation's annual Traffic Safety Culture Index or TSCI, highlighting the gap between drivers' attitudes and reported behaviors.

AAA noted that its annual TSCI – conducted since 2008 – identifies attitudes and behaviors related to traffic safety. The survey – administered between October 23 and November 23, 2020 – sampled more than 2,800 licensed drivers ages 16 or older who reported driving in the 30 days before the survey.

“Based on self-reported driving behaviors from our annual survey of traffic safety culture, it is encouraging to see more drivers recognize the danger of certain activities behind the wheel,” said Dr. David Yang, executive director of the AAA Foundation for Traffic Safety, in a statement (<https://newsroom.aaa.com/2021/10/aaa-finds-better-behavior-behind-the-wheel-but-theres-room-for-improvement/>). “However, the ultimate goal is to see the majority of drivers form safe driving habits and practice them.”



Photo by AAA

While fewer Americans took to the roads in 2020 due to the pandemic, those that did appeared to take greater risks, AAA's report found – which may be one reason behind the recent spike in crash fatalities (<https://aashtojournal.org/2021/10/29/usdots-buttigieg-crash-fatality-spike-must-spur-safety-refocus/>) reported by the National Highway Traffic Safety Administration.

The agency said 20,160 people died in motor vehicle crashes in the first half of 2021, up 18.4 percent over 2020. That is largest six-month increase ever recorded in the Fatality Analysis Reporting System's history, NHTSA noted in a statement (<https://www.nhtsa.gov/press-releases/usdot-releases-new-data-showing-road-fatalities-spiked-first-half-2021>), with the agency adding that the total number of projected fatalities is the largest six-month total since 2006.

Additionally, preliminary data from the Federal Highway Administration indicates that vehicle miles traveled or VMT in the first half of 2021 increased by about 173.1 billion miles or about 13 percent compared to the first half of 2020. As a result, the fatality rate for the first half of 2021 increased to 1.34 fatalities per 100 million VMT, up from the projected rate of 1.28 fatalities per 100 million VMT in the first half of 2020.

In addition to the traffic fatality data, NHTSA also released behavioral research findings (<https://www.nhtsa.gov/node/132761>) that indicate speeding and traveling without a seatbelt remain higher than during pre-pandemic times.

---

**Share this:**





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



Late on November 5, the House of Representatives passed the \$1.2 trillion Infrastructure Investment and Jobs Act (<https://www.portman.senate.gov/sites/default/files/2021-08/Infrastructure%20Investment%20and%20Jobs%20Act.pdf>) or IIJA by a vote of 228 to 206; an effort praised by President Biden (*seen above*) on November 6.

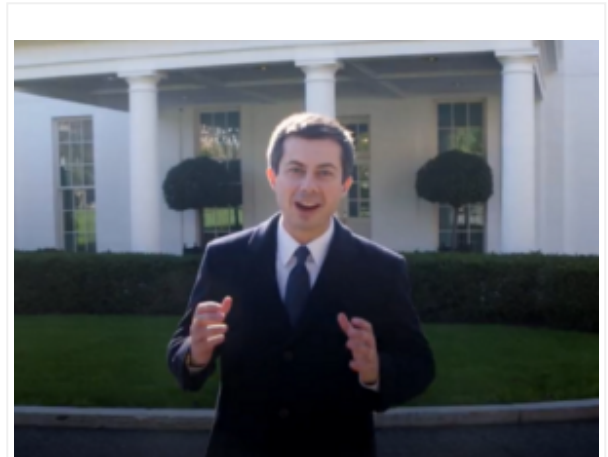
[*Above image via the White House*]

“[The IIJA] will create good-paying jobs that can’t be outsourced – jobs that will transform our transportation system with the most significant investments in passenger and freight rail, roads, bridges, ports, airports, and public transit in generations,” the president said in a statement (<https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/06/statement-by-president-joe-biden-on-the-house-passage-of-the-bipartisan-infrastructure-investment-and-jobs-act/>).

"This will make it easier for companies to get goods to market more quickly and reduce supply chain bottlenecks now and for decades to come," he added. "This will ease inflationary pressures and lower costs for working families."

"No matter where they live or who they voted for, all Americans deserve to have a transportation system that works for them," added U.S. Transportation Secretary Pete Buttigieg in a separate statement (<https://www.transportation.gov/briefing-room/us-transportation-secretary-pete-buttigieg-statement-passage-bipartisan>).

"Now, we begin the work of building infrastructure that will support the traveling public and ensure an economically competitive America for generations to come," he said. "The U.S. Department of Transportation stands ready to implement this historic and transformational legislation, and help create a transportation system that works for every American."



USDOT Sec. Pete Buttigieg

Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, commended the House for passing the IIJA in a statement (<http://aashtonews.wpengine.com/2021/11/05/aashto-praises-passage-of-historic-transportation-bill/>) – a measure created and passed by the Senate in August (<https://aashtojournal.org/2021/08/13/senate-passes-1-2t-infrastructure-bill-awaits-houses-vote/>).



Jim Tymon

"This bill, which provides the long-term certainty state departments of transportation need, encompasses many state DOT priorities, including considerable action to address climate change and improve system reliability, the creation of a formula-based bridge and an electric vehicle infrastructure funding program, and improvements to the project delivery and environmental review process," Tymon said.

"A safe, efficient, multimodal transportation network is essential to improve our quality of life and economic vitality, and state DOTs are working every day to deliver

just that,” he added. “The IIJA provides the much-needed resources to those agencies to make our communities better places to live, work, and play.”


An 81-page analysis (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/09/2021-09-15-AASHTO-Comprehensive-Analysis-of-IIJA-FINAL-v2.pdf>) of the IIJA AASHTO issued in September noted that the measure provides \$351 billion for highways over five years from the Highway Trust Fund and the General Fund, with \$307 billion provided as formula apportionments to states. Importantly, states directly receive 90 percent of total funding from the Highway Account of the Highway Trust Fund.


A recent state DOT survey (<https://aashtojournal.org/2021/09/03/state-dots-highlight-benefits-of-1-2t-infrastructure-bill/>) conducted by AASHTO highlighted the numerous short- and long-term economic and quality-of-life benefits poised to flow from the IIJA – a survey (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/09/IIJA-State-DOT-Benefits.pdf>) that polled state DOTs from across the country as to how the proposed policy and funding outlined in the IIJA would help them improve the safety, efficiency, and productivity of the transportation systems they manage.

Now that the measure will become law, AASHTO plans to create an “IIJA Implementation Plan” to immediately deliver on the public benefits of the IIJA and to advance AASHTO’s vision of “providing improved quality of life through leadership in transportation” as articulated in the 2021-2026 Strategic Plan ([https://www.transportation.org/wp-content/uploads/2020/11/AASHTO-Strategic-Plan-2021\\_2026.pdf](https://www.transportation.org/wp-content/uploads/2020/11/AASHTO-Strategic-Plan-2021_2026.pdf)).

---

**Share this:**

 Twitter (<https://aashtojournal.org/2021/11/08/infrastructure-bill-passes-house-signed-by-president/?share=twitter&nb=1>)

 Facebook (<https://aashtojournal.org/2021/11/08/infrastructure-bill-passes-house-signed-by-president/?share=facebook&nb=1>)

---

**Like this:**

Like

Be the first to like this.

BREAKING: KAIT Transmitter Upgrade Completed; Rescan Your TVs

×

ADVERTISEMENT

# MoDOT sets new goal for clearing crashes off highways



The Missouri Department of Transportation and the Missouri State Highway Patrol signed the Missouri Open Roads Agreement, a first-of-its-kind document that provides guidance to emergency responders clearing incidents from Missouri highways. (KY3)

By KY3 Staff

Published: Nov. 8, 2021 at 11:44 AM CST | Updated: 21 hours ago

[f](#)
[✉](#)
[t](#)
[p](#)
[in](#)

JEFFERSON CITY, Mo. (Edited News Release/KY3) - The Missouri Department of Transportation and the Missouri State Highway Patrol signed the Missouri Open Roads Agreement, a first-of-its-kind document that provides guidance to emergency responders clearing incidents from Missouri highways.

WATCH the signing ceremony [HERE](#).

In the agreement, the agencies adopted a goal to clear traffic incidents safely from the roadway in no more than 90 minutes from the arrival of the first responder.

MoDOT, MSHP, and other emergency responders are calling on drivers to do their part by staying alert, slowing down, and, when possible, moving over to give them room to work. To remind motorists what’s on the line, the Federal Highway Administration has declared the week of Nov. 8-14 as Crash Responder Safety Week.

ADVERTISEMENT



Hassinger, MoDOT deputy director, and chief engineer. "The Open Road Agreement will help strengthen the joint efforts of Missouri's emergency responders to quickly and safely clear our highways of these incidents and get traffic back to normal."

There were more than 131,000 traffic crashes in Missouri in 2020. As part of MoDOT's work to maintain a safe and reliable transportation system, the department's emergency response personnel respond to more than 6,000 traffic incidents each month on average.

"Every day, first responders place themselves in danger along Missouri roadways investigating crashes, assisting stranded motorists, and enforcing traffic laws," said Colonel Eric Olson, MSHP superintendent. "Please slow down, move over and give them room to work."

When motorists approach any responders or emergency vehicles on the side of the highway with flashing lights, they should move over. Missouri's Move Over law requires drivers to either change lanes or slow down when approaching stationary MoDOT, law enforcement or other emergency vehicles with flashing lights. To help protect those who protect us, all 50 states enforce some form of the Move Over law.

Ben Arnall, MoDOT's Southwest District Incident Management Coordinator, explained that all other agencies involved in emergency response are being encouraged to sign the Missouri Open Roads Agreement as well.

"We're hoping to get 100 percent of police, fire, EMS and towing," he said. "Just bringing those all into this Open Roads Agreement so we'll have everybody on the same page."

That same page is a reference to TIMS, the Traffic Incident Management System, which is a set of guidelines for how first responders handle an accident scene from where to park their cars to what clothes to wear to what protocols to follow.

Henry's Towing in Springfield was one of the groups that took part in the Missouri Open Roads Agreement process. David Oheim, Henry's Manager for Sales and Logistics, pointed out that time considerations are important to not only emergency responder safety but cutting down on other secondary crashes that are caused by the back-up traffic behind the first primary crash.

"The less time you're on the side of the road the better," he said of the first responders. "Anytime there's a bottleneck in traffic it creates dangers for everyone, the general motoring public as well as those on scene. So the goal to get the scene cleared as quickly as possible is safer for everyone involved."

"The secondary crashes are typically higher injury crashes and more likely to be fatality incidents," added Arnall. "The secondaries are typically going to be worse because they're more of a stop-impact and that's usually where you're going to get your major injuries...on the back-side."

But one thing to keep in mind is this new goal is just that..a goal..that isn't always possible.

"Sometimes we've got those incidents that are so huge that we cannot get taken care of within that 90-minute range," Arnall said.

"The 90-minute benchmark is an average at the end of the year," added Oheim.

Oheim also gave an example of one way tow truck companies can help expedite the clearance time in the instance of a semi-truck blocking the road after an accident.

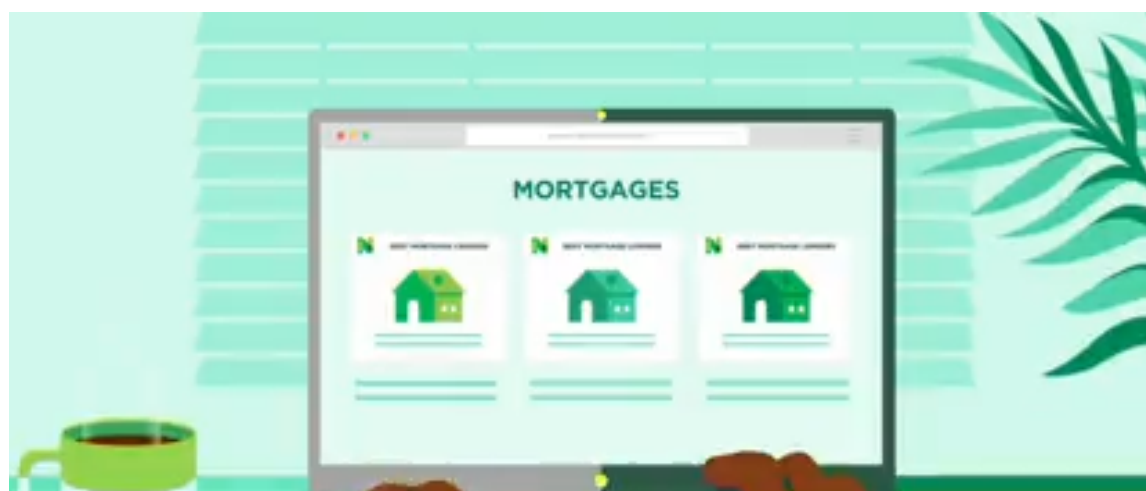
"We'll attempt to move it off the road and then we do what's called an off-peak recovery where we do the recovery outside of peak travel times," he explained. "Usually overnight we set up a work zone, you don't have red-and-blue flashing lights, and we'll work that recovery when most of the motoring public is not out."

For more information about Crash Responder Safety Week and what drivers can do to protect Missouri's emergency responders, visit [savemolives.com](https://savemolives.com). To view the Missouri Open Roads Agreement in its entirety, visit [modot.org](https://modot.org).

To report a correction or typo, please email [digitalnews@ky3.com](mailto:digitalnews@ky3.com)

Copyright 2021 KY3. All rights reserved.

AD





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



The Senate passed a bill on October 19 to make several categories of infrastructure investments and disaster relief eligible for unspent COVID-19 relief dollars. The legislation also extends the deadline to utilize relief funding if budgeted for eligible infrastructure projects.

[Above photo Sen. John Cornyn by Gage Skidmore]

That bill – entitled the *State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Relief Flexibility Act* ([https://www.kennedy.senate.gov/public/\\_cache/files/9/e/9e93efab-8986-449a-aae2-c367a10bb305/6AA5300773E794AF75A5B35DC6C5D9EB.lyn21827.pdf](https://www.kennedy.senate.gov/public/_cache/files/9/e/9e93efab-8986-449a-aae2-c367a10bb305/6AA5300773E794AF75A5B35DC6C5D9EB.lyn21827.pdf)) and sponsored by Sen. John Cornyn, R-Tex., and Sen. Alex Padilla, D-Calif. – allows state governments to use unspent monies from the state/local fiscal recovery fund within the \$1.9 trillion American Rescue Plan (<https://aashtojournal.org/2021/03/12/transportation-getting-100b-from-1-9t-covid-relief-legislation/>) or ARP on natural disaster relief and infrastructure needs.



More than 20 organizations – including the American Association of State Highway and Transportation Officials – endorsed the bill. AASHTO also co-signed a March 28 letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/03/Yellen-Group-Letter-ARP-Guidance-2021-03-28.pdf>) with 35 other transportation organizations to Treasury Secretary Janet Yellen seeking “clear guidance and flexibility (<https://aashtojournal.org/2021/04/02/aashto-co-signs-letter-seeking-arp-guidance-from-treasury/>)” regarding the use of ARP funds to support transportation infrastructure projects.



AASHTO's transportation policy team noted that the fact sheet (<https://home.treasury.gov/system/files/136/SLFRP-Fact-Sheet-FINAL1-508A.pdf>) Treasury issued with its interim final rule (<https://protect-us.mimecast.com/s/Yx6KCmZMGBSJnOUGuWGo>) – specifically on page 60 – conformed to that request.

“This legislation puts decision-making power at the local level and gives these leaders more flexibility to invest in the most critical projects for their communities, whatever those might be,” Sen. Cornyn noted in a statement (<https://www.cornyn.senate.gov/content/news/senate-passes-bill-cornyn-padilla-bipartisan-colleagues-allow-unspent-covid-relief>).



Sen. Padilla


This bill will provide state, local, tribal, and territorial governments the flexibility they need to better use federal resources to care for and serve their residents,” added Sen. Padilla. “This will ultimately help strengthen our response to the continued fight against COVID.”


The bill also allows the use of those funds for emergency relief from natural disasters and creates a process for local officials to decline funds if their jurisdictions did not suffer budget shortfalls during COVID – an option not currently available via the ARP.

It does not place spending mandates on recipients of COVID funding and does not reclaim any distributed funding, Sen. Cornyn noted.

---

**Share this:**

 Twitter (<https://aashtojournal.org/2021/10/29/senate-passes-bill-allowing-covid-19-relief-to-fund-infrastructure/?share=twitter&nb=1>)

 Facebook (<https://aashtojournal.org/2021/10/29/senate-passes-bill-allowing-covid-19-relief-to-fund-infrastructure/?share=facebook&nb=1>)

---

**Like this:**

Like

Be the first to like this.

102921 ([HTTPS://AASHTOJOURNAL.ORG/TAG/102921/](https://aashtojournal.org/tag/102921/))

The American Association of State Highway and Transportation Officials (AASHTO) welcomes the republication in whole or in part of any original content from The AASHTO Journal with proper attribution to the association and publication. This includes a link to direct visitors to the AASHTO Journal website.



## What does the federal infrastructure package mean for Missouri?

BY CAMERON GERBER ON AUGUST 10, 2021

IS YOUR CALENDAR **UP TO DATE?**  
CHECK OUT THE NEW CAPITOL CALENDAR.

The Missouri Times  
missouritimes.com

*Capitol Calendar*

Congress is debating the massive \$1.2 trillion [Infrastructure Investment and Jobs Act](#) touted as the largest long-term investment in competitiveness and infrastructure in nearly a century. The investment will “make life better for millions of Missouri residents, create a generation of good-paying union jobs and economic growth, and position the U.S. to win the 21st century,” according to the White House.

U.S. Senator [Roy Blunt](#) voted in favor of the legislation during the upper chamber's final vote, touting the potential benefits for the state's roads and bridges as well as the information highway.

"As a national transportation hub, Missouri is among the states that will benefit the most from the targeted investments in this bipartisan infrastructure bill," Blunt said. "The bill authorizes more than \$8 billion to help our state improve the safety and reliability of our roads and highways. It includes much-needed funding for ports and waterways. And, it focuses resources toward ending the digital divide that has left nearly one-third of rural Missourians without access to broadband."

"The investments in this bill will help us maintain that advantage and improve the quality of life for families, businesses, and farmers," he continued.

Missouri is expected to receive \$6.5 billion for federal highway programs and \$484 million for bridge repairs and replacements over the next five years. The state also has the opportunity to bid for a \$12.5 billion investment in its bridges through the Bridge Investment Program and a \$16 billion allotment for major projects aimed at economic development.

[Roads and bridges](#) are a priority in the Missouri Capitol where Gov. [Mike Parson](#) recently signed off on an [incremental increase](#) to the state's motor fuel tax in order to maintain the state's infrastructure. Senate President Pro Tem [Dave Schatz](#), who sponsored the tax hike, touted the investment as a boon to a system in desperate need of maintenance but warned of potential spending concerns.

"I believe infrastructure is one of the most critical things you can invest in, from roads and bridges to broadband," Schatz said. "We're not sure what the stuff is in the bill where we might have to hold our nose, but these investments would be phenomenal for Missouri because we're going to need it to continue pushing Missouri forward."

The state's public transportation system is set to receive more than \$670 million over the next five years. The White House estimated 32 percent of Missouri's public transit vehicles had exceeded their useful lifespans and that commuters spend an extra 80 percent of their time on the commute.

Another focus of the allocation was electric vehicles, with more than \$7.5 billion invested in charging stations across the country. Missouri is estimated to receive \$99 million over the next five years to expand its EV charging network in addition to the opportunity to vie for an additional \$2.5 billion in grant funding.

Missouri is expected to receive a minimum of \$100 million to improve the state's broadband infrastructure under the bill, providing access to more than 330,000 residents. Rep. Louis Riggs, who leads the [Interim Committee on Broadband Development](#), praised the federal government's focus on broadband but said the challenge was ensuring the funds were put to good use.

"I'm encouraged by the interest in broadband and that investment. The federal government has been quick to clarify its requirements and move deadlines when asked, and this investment shows we all have a dog in this fight," Riggs said. "The real challenge is to implement the funds and figure out how to use them to best serve Missourians once we have it."

Riggs said his committee would consider the investment in its report on bridging the digital divide ahead of the next legislative session if the bill were to pass as is.

The U.S. Senate approved the bill by a bipartisan vote of 69-30 Tuesday.



### Cameron Gerber

Cameron Gerber studied journalism at Lincoln University. Prior to Lincoln, he earned an associate's degree from State Fair Community College. Cameron is a native of Eldon, Missouri.

Contact Cameron at [cameron@themissouritimes.com](mailto:cameron@themissouritimes.com).



---

Share this:



## Recent Posts

[St. Louis hospitals receive federal telehealth grants](#)

[Kara Corches promoted to Missouri Chamber leadership role](#)

[DESE unveils new recruitment initiative amid teacher shortage](#)

[Missouri schools, libraries awarded \\$57M in federal connectivity funds](#)

[Opinion: It's time for change to stick: paid family leave](#)