OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS

MEETING AGENDA

JULY 20, 2023

12:00 - 1:30 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda
July 20, 2023
12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

Call to Order .....NOON

I. Administration

A. Roll Call

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of May 18, 2023 Minutes ..... Tab 1
(2 minutes/Cossey)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items ..... Tab 11
(5 minutes/Cossey)
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 May 17th to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet under **Tab 11**.

E. Staff Report
(10 minutes/Longpine)
A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update
(5 minutes/MoDOT)
A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports
(10 minutes/Cossey)
Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. Board Resolution Line of Credit Renewal..... Tab 2
(5 minutes/Parks)
Approval to renew the line of credit for the construction of the Chadwick Flyer Trail is requested.

BOARD OF DIRECTORS ACTION IS REQUESTED TO RENEW THE LINE OF CREDIT FOR THE CHADWICK FLYER TRAIL CONSTRUCTION PROJECT

B. 2023 Public Participation Plan Update..... Tab 3
(10 minutes/Faucett)
Staff will present the 2023 Public Participation Plan update.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE 2023 PUBLIC PARTICIPATION PLAN UPDATE

C. *Destination 2045* Amendment Three..... Tab 4
(5 minutes/Longpine)
The Long Range Transportation Plan, *Destination 2045*, is proposed to be amended with changes to the Constrained Project List, as well as the Trail Plan.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE *DESTINATION 2045* AMENDMENT THREE

D. OTO Discretionary Funding Approval ..... Tab 5
(10 minutes/Longpine)
Recommendations are included for the award of Bicycle and Pedestrian Infrastructure Projects, as well as Electric Vehicle Charging Projects, utilizing OTO TAP and Carbon Reduction Program funding. There is also one recommendation included for the OTO/MoDOT Sidewalk Cost Share Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RECOMMENDED TAP AND CRP FUNDED PROJECTS

E. Draft FY 2024-2028 Statewide Transportation Improvement Program ..... Tab 6
(5 minutes/Longpine)
The draft FY 2024-2028 Statewide Transportation Improvement Program (STIP) was available for public comment through July 6, 2023 and was approved by the Missouri Highways and Transportation Commission on July 12, 2023.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ENDORSE THE FY 2024-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

F. Draft FY 2024-2027 Transportation Improvement Program ..... Tab 7
(10 minutes/Longpine)
Staff will present the Draft FY 2024-2027 Transportation Improvement Program (TIP).

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

G. FY 2025-2029 Draft STIP Prioritization Criteria ..... Tab 8
(5 minutes/Longpine)
The Board of Directors is asked to review the criteria used for prioritizing projects ahead of the 2025-2029 STIP project selection process.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PRIORITIZATION CRITERIA

H. FY 2025-2029 Draft STIP Prioritization Project List..... Tab 9
(10 minutes/Longpine)
The Board of Directors is asked to review the list of projects proposed for prioritization ahead of the FY 2025-2029 STIP project prioritization process.

NO ACTION REQUIRED – INFORMATIONAL ONLY

I. FY 2023-2026 TIP Administrative Modifications Four, Five, and Six..... Tab 10
(5 minutes/Longpine)
Changes have been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. <u>Other Business</u>

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. <u>Adjourn meeting</u>. 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, September 21, 2023 at 12:00 P.M. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM I.C.

May 18, 2023 Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors May 18, 2023 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the Board of Directors May 18, 2023 Meeting Minutes"

OR

"Move to approve the Board of Directors May 18, 2023 meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MAY 18, 2023

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

The following members were present:

Steve Bodenhamer, City of Willard (a)
Jerry Compton, OTO Citizen-at-Large
Travis Cossey, City of Nixa (a)
Greg Chapman, MoDOT (non-voting)
Skip Jansen, City Utilities Transit
Brandon Jenson, City of Springfield
Derek Lee, City of Springfield
Rusty MacLachlan, Greene County
Lynn Morris, Christian County
James O'Neal, Springfield Citizen-at-Large
Martha Smartt, City of Strafford (a)
Dan Smith, City of Springfield (a)
Tommy VanHorn, City of Battlefield (a)
Richard Walker, Springfield Citizen-at-Large
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Mokhtee Ahmad, FTA
Chuck Branch, Christian Co Citizen-at-Large
Steve Childers, City of Ozark (a)
Andrew Nelson, City of Republic (a)
John Russell, Greene County
Mark Schenkelberg, FAA
Daniel Weitkamp, FHWA

Others Present: Tucker Jobes, Senator Schmitt's Office; Bradley Jackson, Christian County; Frank Miller, MoDOT; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, JD Stevenson, and Nicole Stokes, Ozarks Transportation Organization.

Treasurer Travis Cossey, filling in as Chair, called the meeting to order at approximately 12:02 p.m.

I. Administration

A. Welcome and Roll Call

Member	Vote	Member	Vote
Steve Bodenhamer	Present	Lynn Morris	Present
Chuck Branch	Absent	Andrew Nelson	Absent
Steve Childers (Chair)	Absent	James O'Neal	Present
Jerry Compton	Present	John Russell	Absent
Travis Cossey (filling in as Chair)	Present	Martha Smartt	Present
Skip Jansen	Present	Dan Smith	Present
Brandon Jenson	Present	Tommy VanHorn	Present
Derek Lee	Present	Richard Walker	Present
Rusty MacLachlan	Present	Brian Weiler	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

James O'Neal moved to approve the May 18, 2023 agenda. Tommy VanHorn seconded the motion. The motion passed.

C. Approval of March 16, 2023 Minutes

Brian Weiler moved to approve the March 16, 2023 minutes. Skip Jansen seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Travis Cossey advised there were public comments included in the packet, and then asked for comments or questions.

E. Executive Director's Report

Sara Fields shared about the trip to Washington, DC and meeting with representatives from Congressman Burlison's, Senator Hawley's, and Senator Schmitt's offices. OTO's priorities were shared with the Congressman and Senators.

OTO has open Grant applications. The Transportation Alternative Program (TAP) has been combined with the Carbon Reduction Program into one. All projects are for trails and sidewalks. The Board allocated $750,000 for EV Charging Stations for OTO member jurisdictions only and Missouri State University. The applications are all due June 1st.

The bid for the Chadwick Flyer Phase III was awarded. The bid was about 9% over the engineer's estimate. Construction should begin within the next month. Covid Relief funds funded this project due to it being able to move quickly. Two other projects were funded with the COVD Relief funds. One was the Wilson's Creek National Battlefield Trail which MoDOT agreed to manage and will be letting Friday, May 19th. The second project was the Chadwick Flyer Phase II and is currently under design and should go to construction in 2024.

OTO wrote a grant, and the City of Ozark submitted an application for ARPA funds through the Department of Economic Development for Tourism and was awarded $1.179 million as part of a $3.75 million project. This will be used for an overpass for the Chadwick Flyer Trial over US 65. Construction is targeted for 2024.

MoDOT Cost-Share applications are due June 20th to the District and July 20th to the Cost-Share Committee. OTO currently has two active cost-share projects. One is with the City of Ozark on Highway CC and one is with the City of Republic on Highway MM.

Staff shared a call for projects for the Off System Bridge Program which are due June 9th through MoDOT.

The announcement for the RAISE Grants will be coming out at the end of June.

Staff developed a Grants page on the OTO website which will provide upcoming grant opportunities. If jurisdictions need assistance writing a grant or seeing if a project qualifies, reach out to staff.

There are openings to manage projects within the OTO Project Management services. The focus will be from award to MoDOT authorization to bid the project, managing the design phases and paperwork.

Staff have been working on developing the TIP.

Staff have also been working on the next STIP Prioritization round. Staff met with the OTO jurisdictions to discuss their priorities. The Board of Directors will see the proposed STIP Prioritization in the fall.

OTO is managing the FF Corridor Study and the Route 66 Trail Study.

Staff is working on an Electrical Vehicle Plan with an RFP in July.

The Legislative Breakfast will be held on November 9th at 7:30 am at Drury.

The Missouri Highways and Transportation Commission will be in Springfield on June 6th and 7th. The Springfield Chamber of Commerce will be hosting a reception. Matt Morrow (Springfield Chamber of Commerce), John Russell (Greene County Commissioner), and Sara Fields (OTO Executive Director) will be presenting on partnerships and successes like I-44.

OTO hired a new staff member, David Knaut, who is the Multimodal planner.

F. MoDOT Update

Greg Chapman, Assistant SW District Engineer, reported inflation has impacted projects. Projects are averaging more than 20% over original programmed amounts. Crews continue to work on the James River Widening project from west of Kansas to National. The sound wall barrier at National should be completed in a couple of weeks. ADA improvements continue on Glenstone. Sidewalk removal continues at Evergreen and Kearney. Signal and ITS improvements continue in various locations. Work is continuing around Buc-ees, as well as along 14 in Ozark. A preview of funding was shared. Regarding MoDOT's litter pick-up efforts to date, 56,700 bags of trash have been picked up on state routes in the Southwest District. This took approximately 34,700 labor hours.

G. Legislative Reports

Tucker Jobes, Senator Schmitt's Office, shared the Senator is working on rules and regulations that are causing issues for businesses and local governments. The Senator introduced a new bill called the Eraser Act. It requires that with any new rule proposed by an agency or department, three existing regulations have to be repealed and must be commensurate with the rule that is being introduced. The Senator co-sponsored the REINS Act with Senator Paul. It broadens the Congressional Review Act to require congressional approval of major rules that cost $100 million or more. The Senator voted against the new rule on heavy-duty vehicle emission requirements. It would drastically increase the cost of any large diesel vehicle. The Senator voted for the Rail Safety Bill from Senator Vance. This would raise the safety standards for rail companies and raise the maximum fines for infractions.

II. New Business

A. Financial Statements for 3rd Quarter FY 2023 Budget Year

Travis Cossey stated the third quarter financial statements for the FY 2023 (July through June 2023)

Budget Year were included for consideration. This period includes January 1, 2023, through March 31, 2023. Travis Cossey and Debbie Parks presented the financial report.

Martha Smartt made a motion to accept the Financial Statements for the Third Quarter FY 2023 Budget Year. Tommy VanHorn seconded the motion. The motion passed.

B. FY 2024 Unified Planning Work Program and Budget

Debbie Parks reported that OTO is required to prepare a Unified Planning Work Program (UPWP) on an annual basis. This includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into tasks. Debbie Parks reviewed the tasks for the Board.

The UPWP contains the proposed budget for FY 2024 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The total amount budgeted for FY 2024 UPWP is $1,597,423. The UPWP also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of $168,000. City Utilities is providing the local match in the amount of $42,000. Debbie Parks reviewed the FY 2024 UPWP and budget for the Board.

Skip Jansen made a motion to approve the FY 2024 Unified Planning Work Program and to authorize the Executive Director to enter into a program agreement with MoDOT. Tommy VanHorn seconded the motion. The motion passed.

C. FY 2024 Operational Budget

Debbie Parks shared the OTO prepares an operating budget annually. This budget includes the various grant budgets as well as OTO operational expenses. This operating budget is the compilation of all OTO revenue and expenses from all sources. The FY 2024 Operating Budget includes the FY 2024 UPWP, Safe Streets and Roads for All grant, and Chadwick Flyer Trail Phase III budgets, plus some additional expenses that are not billable to the federal grant. Once approved, this will be OTO's audited budget. Debbie Parks presented the FY 2024 Operational Budget to the Board.

Martha Smartt made a motion to approve the FY 2024 Operating Budget. Tommy VanHorn seconded the motion. The motion passed.

D. SS4A Grant Agreement

Debbie Parks stated on February 1, 2023, the U.S. Department of Transportation announced that the Ozarks Transportation Organization was awarded a Safe Streets for All grant, in the amount of $228,000. This grant will provide support for the development of a comprehensive regional Safety Action Plan. With this plan in place, OTO member jurisdictions will be able to apply for implementation grant funding in future years.

Skip Jansen made a motion to approve the included resolution to authorize the OTO Executive Director to enter into the grant agreement for the SS4A grant award. Mike Schilling seconded the motion. The motion passed.

E. Safe Streets and Roads for All Grant Match

Sara Fields shared the Safe Streets and Road for All grant from the USDOT requires a local match. The match is needed in the amount of $57,200. The goal of the plan is to create a regional safety plan to identify fundable safety improvements for future grant opportunities. Staff are proposing to bill the match in proportion to population to the OTO member jurisdictions.

Dan Smith made a motion to approve billing the Safe Streets and Roads for All Grant match to the jurisdictions in proportion to their populations with FY 2025 Dues. Martha Smartt seconded the motion. The motion passed.

F. FTA 5310 Vehicle Funding

Debbie Parks reported that OTO issued a FTA Section 5310 FY 2021-2023 Call for Projects that closed on March 31, 2023. These funds are for improving the mobility of seniors and individuals with disabilities in the OTO area. Non-profit human service agencies and public transportation providers are eligible to apply. The OTO received one application for the traditional funding.

1. FTA 5310 – Ozark Senior Center
   The Ozark Senior Center requested funding to purchase a conversion van. The vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. The match will be provided by the Ozark Senior Center.

Skip Jansen made a motion to approve awarding FTA 5310 funding to the Ozark Senior Center. Lynn Morris seconded the motion. The motion passed.

G. FY 2023-2026 TIP Amendment Five

Natasha Longpine stated there was one item included as part of Amendment Number Five to the FY 2023-2026 Transportation Improvement Program.

1. *New* ARPA 5310 Funding (OA2301-23A5)
   OATS was previously awarded $50,972 of Section 5310 funding through the American Rescue Plan for operations. This funding needs to be reflected in the TIP. No match is required.

The Board of Directors approved the award of $50,792 of American Rescue Plan Section 5310 Funding to OATS Transit at its regularly scheduled meeting on May 19, 2022. The funding was only eligible for operational expenses at transit agencies serving seniors and individuals with disabilities. The project was not included in the TIP at the time due to an ARPA and CRRSAA program exemption for operational project. MoDOT has since requested that the funds be added to the OTO TIP.

Tommy VanHorn made a motion to approve Amendment 5 to the FY 2023-2026 Transportation Improvement Program. Jerry Compton seconded the motion. The motion passed.

H. FY 2023-2026 TIP Amendment Six

Natasha Longpine reported that there was one item included as part of Amendment Number Six to the FY 2023-2026 Transportation Improvement Program.

1. *Revised* Nelson Mill Bridge (CC2103-23A6)
   Christian County is requesting additional funding to support additional work needed to complete the rehabilitation of Nelson Mill Bridge for a new total programmed amount of $1,020,000.

Skip Jansen made a motion to approve Amendment 6 to the FY 2023-2026 Transportation Improvement Program. Tommy VanHorn seconded the motion. The motion passed.

I. FY 2023-2026 TIP Administrative Modifications Two and Three

Natasha Longpine shared there were 2 items included as part of Administrative Modification 2 and 1 item as part of Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification 2

1. ITS Operations and Management (MO2402-23AM2)
   Increasing the amount of STBG-U in FY 2024 from $392,000 to $448,000.

2. TMC Signal Replacement, Various Locations (SP2202-23AM2)
   Moving funding from Construction to Preliminary Engineering to coincide with the engineering services contract amount.

Administrative Modification 3

1. Chadwick Flyer US 65 Crossing (OK2304-23AM3)
   Moving funding between phases to ensure each funding source is correctly associated with each phase.

This was informational only. No action was required.

J. Federal Funds Balance Report

Natasha Longpine stated the OTO is allocated Urban Surface Transportation Block Grant (STBG-U) funds each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what remains. Natasha Longpine highlighted the report for the Board.

This was informational only. No action was required.

K. Public Participation Plan Annual Evaluation

Dave Faucett reported that the effectiveness of the OTO's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2020 Public Participation Plan approved by the Board of Directors on August 20, 2020 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation. Dave Faucett presented the Public Participation Plan Annual Evaluation Report.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

Lynn Morris, Christian County Commissioner, invited the Board to the Christian County Ozark Senior Center to view the mural honoring the Chadwick Flyer Trail. A groundbreaking and fundraiser will be held Saturday, May 20th from 11:00 am – 3:00 pm.

B. Transportation Issues for Board of Directors Member Review

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

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, Brian Weiler made a motion to adjourn the meeting. Tommy VanHorn seconded the motion. The motion passed.

The meeting was adjourned at 1:17 p.m.

_____

Andrew Nelson
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.A.

Board Resolution Line of Credit Renewal

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization is continuing its work on the Chadwick Flyer Trail Phase III construction project during FY 2024 (July 1, 2023 through June 30, 2024).

MoDOT approved an OTO cash management plan for federal grants awards in November 2021 that allows the OTO to submit invoices and receive reimbursement within 20 days. This helps prevent reductions in cash balances for a significant amount of time.

As a backup plan, OTO staff had requested authorization for a line of credit to ensure that in the event MoDOT does not provide timely reimbursement, OTO is able to meet financial commitments. The OTO selected Arvest Bank and was approved for a $350,000 Line of Credit in 2022. Arvest Bank is asking for a resolution of the Board of Directors to renew the established line of credit for another year.

Staff is asking for the Board to approve the attached resolution to allow the Ozarks Transportation Organization to renew the $350,000 line of credit at Arvest Bank.

BOARD OF DIRECTORS ACTION TAKEN
At its regularly scheduled meeting on May 29, 2022, the Board of Directors approved a resolution to allow the OTO to borrow funds in the amount of $350,000 as needed to cover budgeted expenses.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve a resolution to renew a line of credit in the amount of $350,000 at Arvest Bank for FY 2024."

OR

"Move to approve a resolution to renew a line of credit at Arvest Bank with the following considerations…"

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RESOLUTIONS OF THE BOARD OF DIRECTORS
OF
Ozarks Transportation Organization
a Missouri Nonprofit Corporation

May 19, 2022

The members of the Board of Directors (the "**Board**") of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the "**Organization**"), acting pursuant to Mo. Ann. Stat. § 355.246 (West) (the "**Act**"), do hereby consent to the adoption of the following resolutions and to the taking of the following actions so that the same shall be in full force and effect as if adopted and taken at a duly held meeting of the Board.

WHEREAS, the Board deems it advisable and in the best interest of the Organization to take out a line of credit with a maximum loan amount of Three Hundred and Fifty Thousand Dollars ($350,000.00) in the form attached hereto as Exhibit A (the "**Line of Credit**") to ensure that the cash flow of the Organization is sufficient.

WHEREAS, the Board deems it advisable and in the best interest of the Organization to open a bank account with Arvest Bank to facilitate the transfer of funds.

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby approve the Line of Credit and the openings of necessary accounts with Arvest Bank, and directs Sara Fields to open these accounts

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[*End of Resolution; Remainder of Page Intentionally Left Blank*]

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IN WITNESS WHEREOF, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

Dated: May 19, 2022

DocuSigned by:
Sara Fields
817AB91266FB4AB...
Executive Director

DocuSigned by:
David Cameron
1373B9A8BA27487...
Secretary

DocuSigned by:
607D0305E79E40C..., Director (Chairman)

DocuSigned by:
Steve Childers
6DB8A3B743EC464..., Director (Vice Chairman)

DocuSigned by:
Travis Cossey
91D9BA12DBC3438..., Director (Treasurer)

DocuSigned by:
Andrew Lear
97BE530C7ACC461..., Director (Past Chairman)

DocuSign Envelope ID: 7671A997-BA84-41A3-91EA-1DDC892F1A50

Exhibit A
Line of Credit

[see attached]

Resolution # 2023-03

RESOLUTION OF THE BOARD OF DIRECTORS
OF
Ozarks Transportation Organization
a Missouri Nonprofit Corporation

July 20, 2023

The members of the Board of Directors (the "**Board**") of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the "**Organization**"), acting pursuant to RSMo Section § 355.246 (the "**Act**"), do hereby consent to the adoption of the following resolution:

WHEREAS, the Board deems it advisable and in the best interest of the Organization to renew a business line of credit with a maximum loan amount of Three Hundred and Fifty Thousand Dollars ($350,000.00) to ensure that the cash flow of the Organization is sufficient.

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby approve the renewal of the Line of Credit with Arvest Bank.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

Dated: _____

_____
Executive Director

_____
Secretary Ozarks Transportation Organization Board of Directors

TAB 3

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.B.

OTO 2023 Public Participation Plan Update

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The OTO updates its PPP every three years, ensuring the latest techniques and use of the most up-to-date resources, keeping the public involved with and informed of OTO's planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on August 20, 2020. Updates include:

- A section describing Virtual Public Engagement has been added to Methods of Engagement.
- Policy objectives have been reformatted and included in a new section with the same title.
- Content throughout the plan was updated in consultation with Promising Practices for Meaningful Public Involvement in Transportation Decision-Making, U.S. Department of Transportation, 2022 and Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 710: Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making, 2012.
- The OTO has developed a supporting tool: the Social Equity Index was developed using GIS software and U.S. Census Bureau data as a first step in involving traditionally underserved populations by identifying equity areas for targeted engagement.
- Results from the 2023 Interested Parties Public Participation Survey have been added as Appendix A.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on June 21, 2023, the Technical Planning Committee recommended the Board of Directors approve the OTO 2023 Public Participation Plan.

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 2023 Public Participation Plan."

OR

"Move to approve the 2023 Public Participation Plan, with these changes…"

PUBLIC PARTICIPATION PLAN 2023

The Ozarks Transportation Organization

A Metropolitan Planning Organization

Pending Approval by the Board of Directors

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.

Draft

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Our goal at the Ozarks Transportation Organization is to have meaningful involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. Your comments are reviewed by staff and included in agendas for consideration by our Board of Directors and appropriate committees. Here is how you can join the conversation via the linked buttons to the OTO website:

MAP A CONCERN

LEARN MORE

ATTEND A MEETING

LEARN MORE

LEAVE A COMMENT

LEARN MORE

WHAT WE DO WITH YOUR INPUT

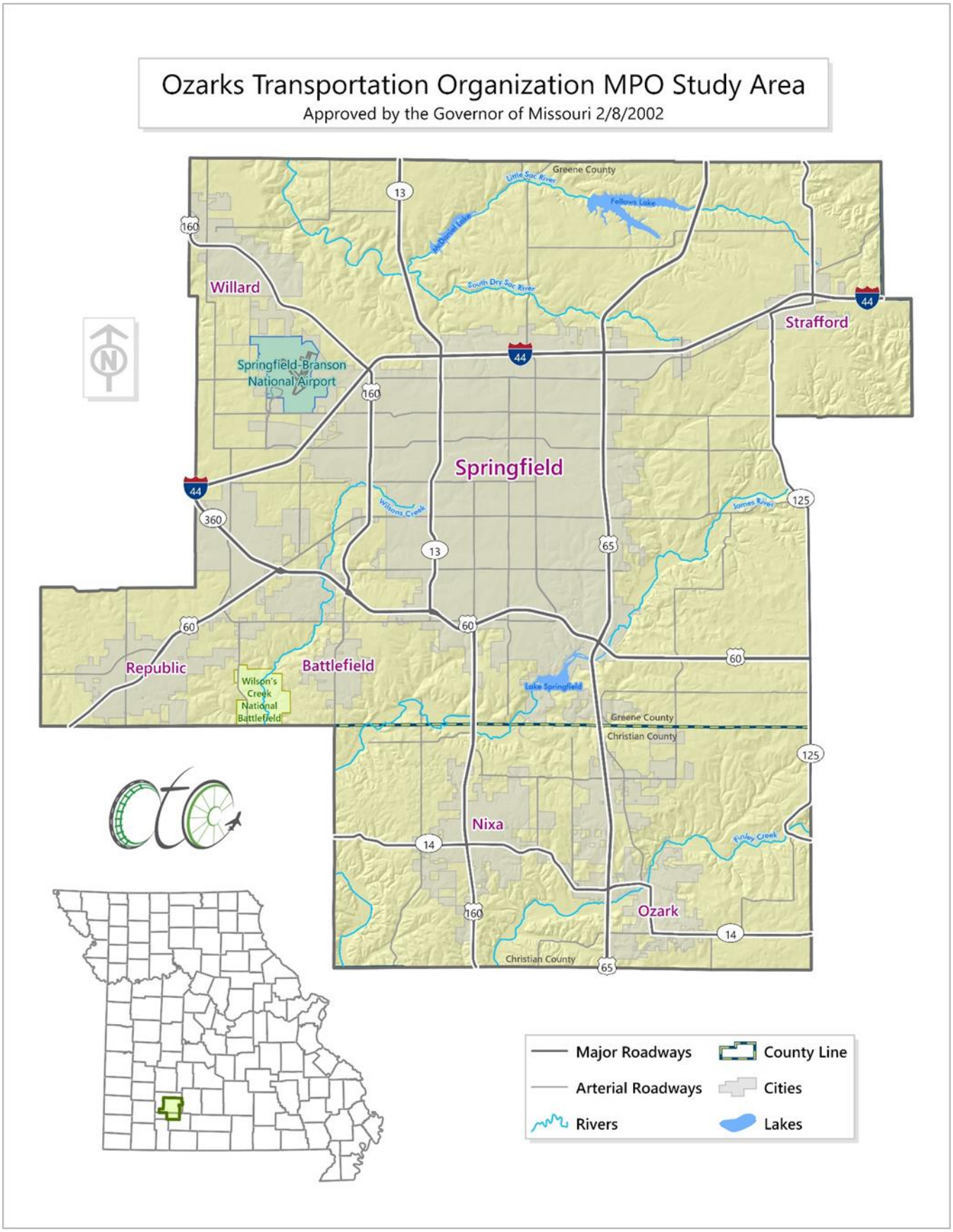
The OTO solicits public comments for updates and major amendments to all the requisite plans and key decision points in the planning process. Public comments for major plans are summarized with an explanation of how they were integrated into the final version. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. In addition, public concerns are shared with MoDOT and local governments as appropriate. Meaningful public involvement is key to developing a sound and efficient transportation system that works for the people it serves.

Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.

Executive Summary

The OTO 2023 Public Participation Plan (PPP) is an update of the 2020 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved with and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on August 20, 2020. Updates include:

- A section describing Virtual Public Engagement has been added to the Methods of Engagement section of the plan;
- Policy objectives have been reformatted and included in a new section with the same title;
- Content throughout the plan was updated in consultation with Promising Practices for Meaningful Public Involvement in Transportation Decision-Making, U.S. Department of Transportation, 2022 and Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 710: Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making, 2012;
- The OTO has developed a supporting tool, a Social Equity Index was developed using GIS software and U.S. Census Bureau data as a first step in involving traditionally underserved populations by identifying equity areas for targeted engagement.
- Results from the 2023 Interested Parties Public Participation Survey have been added as Appendix A.


Ozarks Transportation Organization MPO Study Area
Approved by the Governor of Missouri 2/8/2002
Greene County
Little Sac River
Fellows Lake
McDaniel Lake
South Dry Sac River
Willard
Strafford
Springfield-Branson National Airport
Springfield
Wilsons Creek
James River
Republic
Battlefield
Wilson's Creek National Battlefield
Lake Springfield
Greene County
Christian County
Nixa
Finley Creek
Ozark
Christian County
Major Roadways
Arterial Roadways
Rivers
County Line
Cities
Lakes

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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The mission of the OTO is: ***To provide a forum for cooperative decision-making in support of an excellent regional transportation system***. The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive**, **cooperative**, and **continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO is responsible for four major transportation plans and programs: Long-Range Transportation Plan (LRTP); Transportation Improvement Program (TIP); Unified Planning Work Program (UPWP); and Public Participation Plan (PPP). In addition, the OTO is responsible for preparing other transportation plans and studies as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a path for meaningful involvement of individuals, public agencies, and other interested parties in OTO's transportation planning processes.

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs, "***Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs."*** **(23 CFR §450.316)**

To achieve full public access, the OTO adheres to other regulations that require MPOs be proactive in involving underserved populations in the planning process. Traditionally underserved can be defined as low-income and minority populations including Hispanics/Latinos, African Americans/Blacks, Asian Americans, Native American/ Alaskan Natives and Native Hawaiians, and Pacific Islanders. Populations recognized in Title VI and other civil rights legislation, executive orders, and transportation legislation are those with limited English proficiency, low-literacy populations, seniors, persons with disabilities, and transit-dependent populations are considered underserved groups in the transportation decision-making process.

- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Title VI applies to all organizations that receive federal funding;
- Section 504 of the Rehabilitation Act of 1973 and The Americans with Disabilities Act of 1991 prohibit discrimination based on a disability by public and private sector parties;
- In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations;
- In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP).

We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.

Public involvement is an ongoing effort at the OTO. Whether it is a component of a major plan update, posting agendas for committee meetings, reviewing roadway concerns received from the citizens, or sending press releases to local media to notify the press and citizens of studies and proposed projects. As such, all staff members must have the capacity to effectively communicate with individuals and stakeholders and reduce barriers to meaningful public engagement. This plan document is intended to be a useful guide to all OTO staff members no matter their role in the planning process.

The remainder of the plan includes goals and policy objectives to ensure effective public involvement for the planning activities at the OTO are in place and to hold ourselves accountable. Additional sections of the plan include methods for communicating with and gathering input from the public, public participation requirements for specific plans and activities required of MPOs, and finally, the processes and workflows the OTO employs are illustrated to provide structure and continuity for public engagement in the various activities of our transportation planning efforts.

Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.

Spectrum of Public Impact

	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.

The progressive spectrum of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.

Policy Objectives

The U.S. Department of Transportation defines meaningful public involvement as, "…a process that proactively seeks full representation from the community, considers public comments and feedback, and acts on that feedback to incorporate into a project, program, or plan." To ensure that individuals and communities have an equitable voice in transportation decision-making processes, practitioners should address barriers to meaningful public involvement, especially in historically underserved communities. To remove barriers to meaningful public participation, the OTO will adhere to the following set of public participation policy objectives:

- The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.

- The OTO will demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.

- The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.

- The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

- The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.

- Making public information (technical information and meeting notices) available in electronically accessible formats and means on the OTO website.

- The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered, they are connected to transit and meet Americans with Disabilities Act requirements.

- The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

- The OTO will maintain an up-to-date database of contacts to ensure that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

- The OTO will seek out input from and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, limited English-speaking persons, and persons with disabilities who may face challenges accessing employment and other services.

Methods of Community Engagement

The Resources listed here are the methods the OTO uses to engage and communicate with the individuals and stakeholders we serve.

Virtual Public Involvement

The OTO employs virtual public involvement tools that make public participation more convenient and affordable than in-person public meetings. In-person meetings may conflict with work and school schedules or are less accessible to individuals that rely on transit or have disabilities. In 2020, the OTO began utilizing Facebook to live broadcast Technical Planning Committee and Board of Director meetings moderating and communicating comments in real-time due to COVID-19 stay-at-home orders. The broadcasts remain available on the OTO's Facebook page. This example illustrates how virtual public involvement has emerged to provide increased transparency and access to transportation planning activities at the OTO. While there are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties, OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.

The OTO Website

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an "About Us" page which contains information regarding "What is an MPO?" The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO's planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending

press releases, news, announcements, and agendas to the press, interested parties, and committees.

"Give Us Your Input"

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

News & Updates

This is another component of the "Give Us Your Input" page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

Interactive TIP Tool

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metro area. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

The OTO Logo

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

Social Media

Facebook and Twitter are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A base map consisting of layers for the transportation network, including sidewalks, trails, transit routes, and roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map. Other applications include the OTO Equity Index. The Equity Index app includes American Community Survey data for 13 classes of traditionally underrepresented, transportation disadvantaged, and vulnerable populations.

OTO Contacts Database

The OTO maintains a comprehensive database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantaged Business Enterprises (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield News-Leader* and the *Christian County Headliner*. Additionally, the OTO reviews and considers publications in circulation at the time an ad is needed.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials;
- Local government staff;
- Transportation agencies (airport, transit, etc.);
- Local media (TV, radio, print, etc.);
- Civic groups;
- Special interest groups;
- Libraries (for public display);
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues;
- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area;
- Private freight shippers;
- Representatives of public transportation employees;
- Providers of freight transportation services;

- Private providers of transportation, including intercity bus operators and employer-based commuting programs;
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of people with disabilities;
- Members of minority populations;
- Representatives of Limited English Proficiency (LEP) populations;
- Public school district representatives within the OTO planning area;
- Representatives of colleges and universities; and
- Representatives of large employers.

Long-Range Transportation Plan

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air

quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 25 percent (or any amount greater than $2,000,000;
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. Administrative modification is a revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project's cost estimate less than 25 percent (up to $2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;

- Adding a project to the unconstrained list;
- Technical corrections.

Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated annually. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required. When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

City Utilities of Springfield - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted

public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs;
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs;
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process;
- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO;
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP;
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements;
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP;
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

Missouri State University - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

OATS Transit - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice;
- Input from an advisory group; and
- The Southwest Missouri Office on Aging.

The Missouri Department of Transportation – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The TIP Public Involvement Process

Ahead of the TIP update process and upon completion of the annual STIP prioritization process, the OTO provides notice to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice

shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

TIP Amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is announced by press release, Board & TPC agendas, and on the OTO website.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. More than one administrative modification can be made to a project if meeting the described allowances. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period. The OTO staff ensures fiscal constraint is maintained.

Revisions Allowed as Administrative Modifications:

1. Changes in a project's total programmed amount less than 25% (up to $2,000,000);

2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
6. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
7. Minor changes to funding sources between federal funding categories or between state and local sources;
8. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
9. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;
10. Changing a project's lead agency when agreed upon by the two agencies affected;
11. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project;
12. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 25% or $2,000,000);
13. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change (an additional administrative modification may be made to the split project, as allowed elsewhere in this list);

14. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
15. Technical corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by March for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's policy

objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involve an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader*. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 1 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include, but are not limited to, the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the

Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

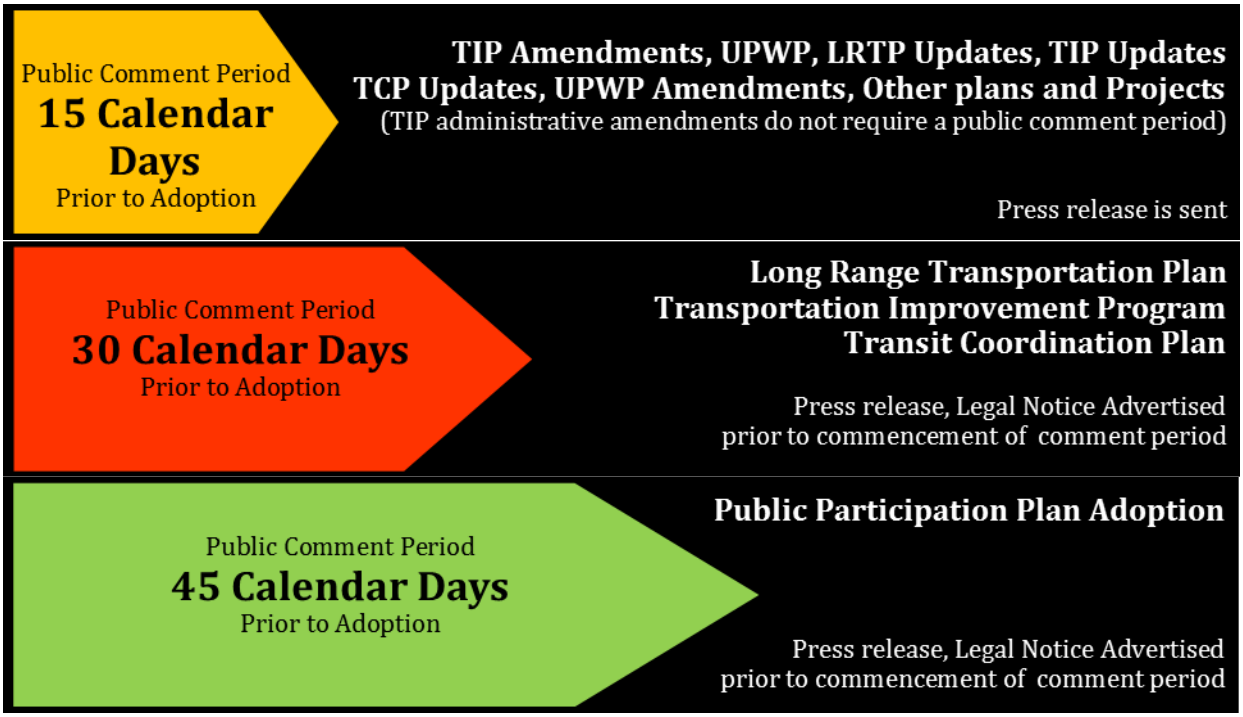


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

The OTO Board of Directors and Technical Planning Committee meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the Executive Committee meetings are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to the News & Updates section of the OTO website where the public can comment on the content. The URL for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies, the OTO adheres to Missouri Sunshine Law guidance that provides means for public bodies to conduct public meetings in alternative ways, such as

online meetings or video conferencing. In these instances, the OTO may conduct an "E-meeting" via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.

If the OTO chooses to have an online (E-meeting) meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, "§ 610.020.1, RSMo, requires that the body '**post a notice of the meeting on its website in addition to its principal office**.' Section 610.020.1, RSMo, further requires that the body '**shall notify the public how to access that meeting**.'" Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under §610.015, RSMo, an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

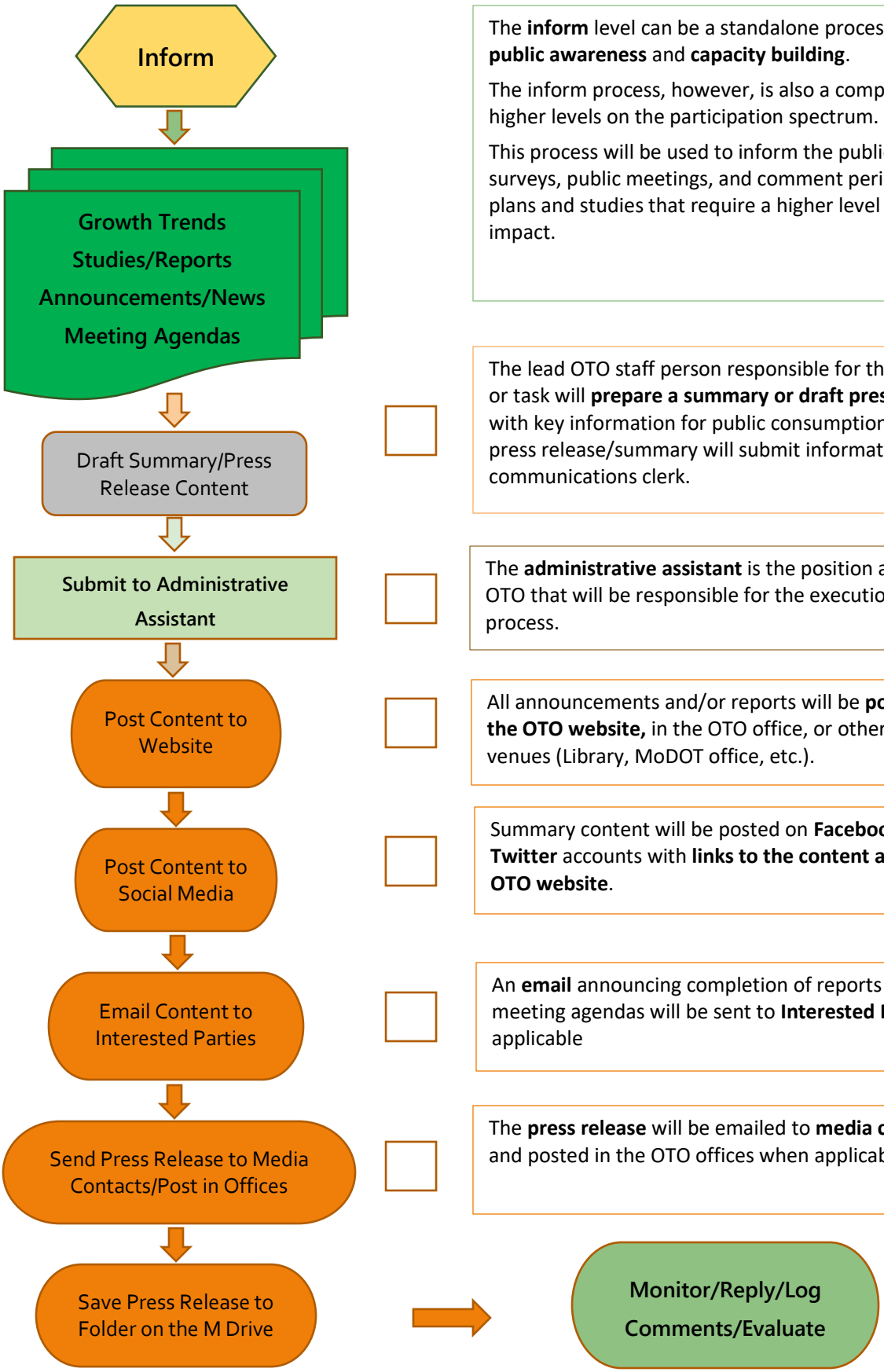
Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline of the public participation process to be followed for each level of participation on the spectrum.

Spectrum of Public Impact

	Inform	**Consult**	**Collaborate**
Type of Plan, Study or Activity	Meeting agendas, Announcements/News Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.



The **inform** level can be a standalone process for **public awareness** and **capacity building**.

The inform process, however, is also a component of higher levels on the participation spectrum.

This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.

The lead OTO staff person responsible for the project or task will **prepare a summary or draft press release** with key information for public consumption. The press release/summary will submit information to the communications clerk.

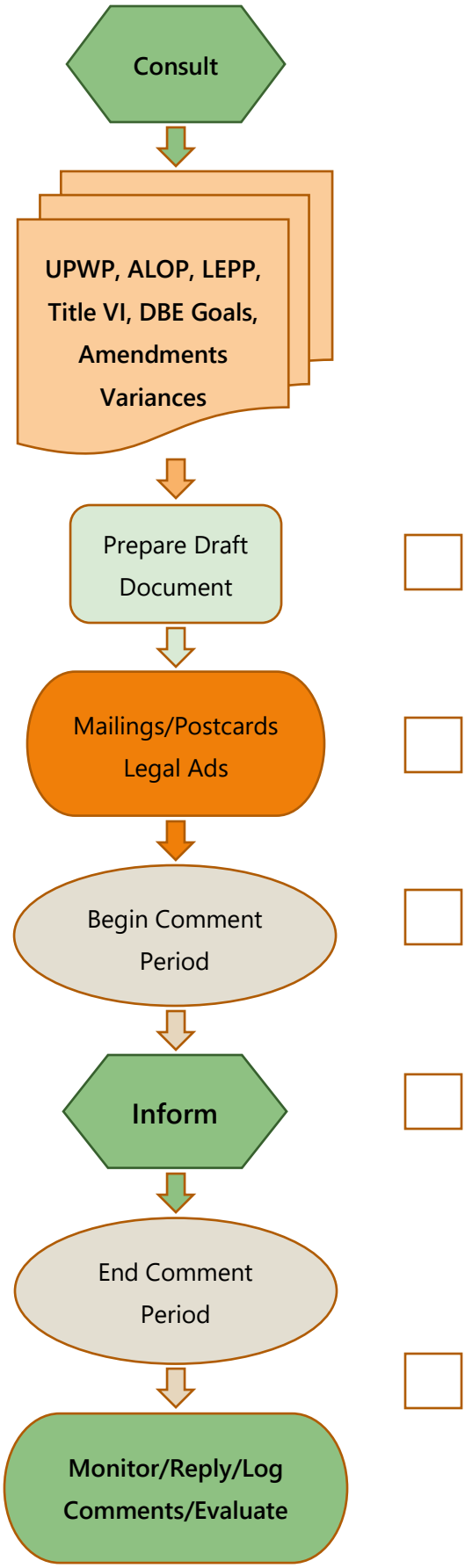
The **administrative assistant** is the position at the OTO that will be responsible for the execution of the process.

All announcements and/or reports will be **posted to the OTO website,** in the OTO office, or other public venues (Library, MoDOT office, etc.).

Summary content will be posted on **Facebook and Twitter** accounts with **links to the content at the OTO website**.

An **email** announcing completion of reports or meeting agendas will be sent to **Interested Parties** if applicable

The **press release** will be emailed to **media contacts** and posted in the OTO offices when applicable.



The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

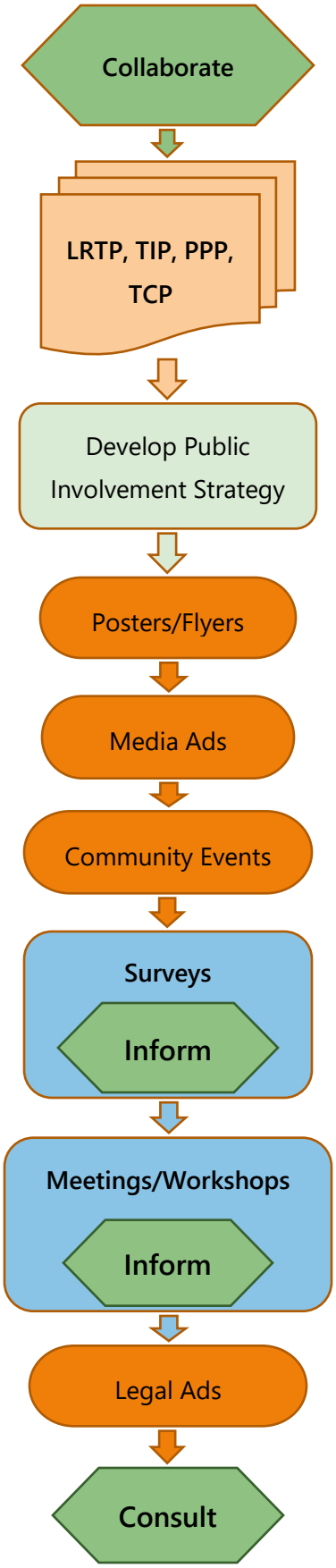
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

Draft content containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **administrative assistant** for **dissemination.**

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



Collaboration is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of **a strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **"get the word out"** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

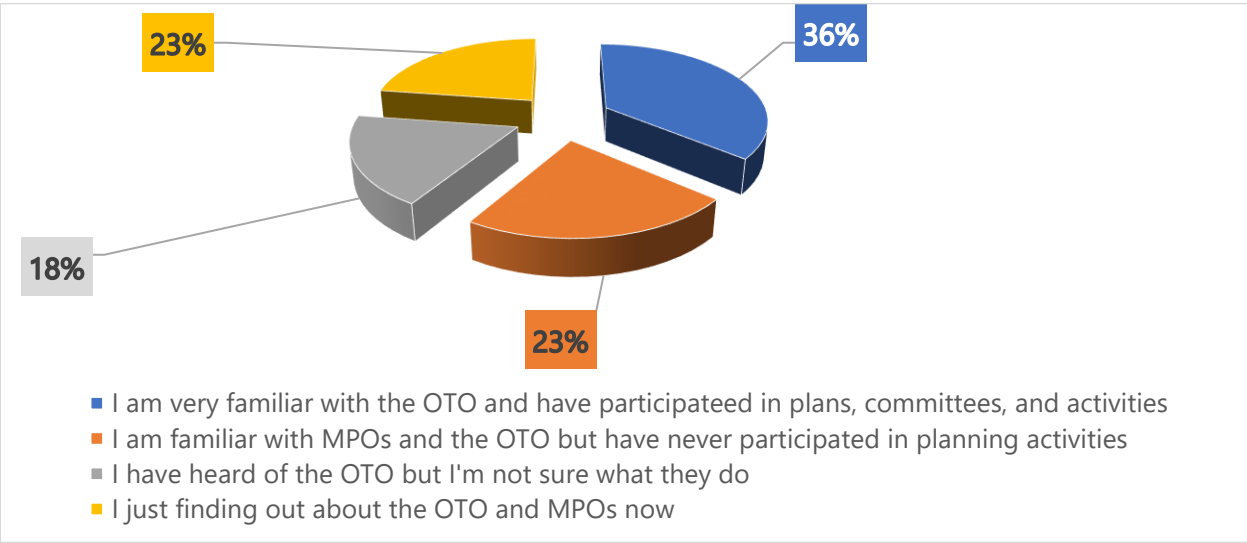
The **inform** process should be initiated for each **meeting**, **workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **"get the word out"** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

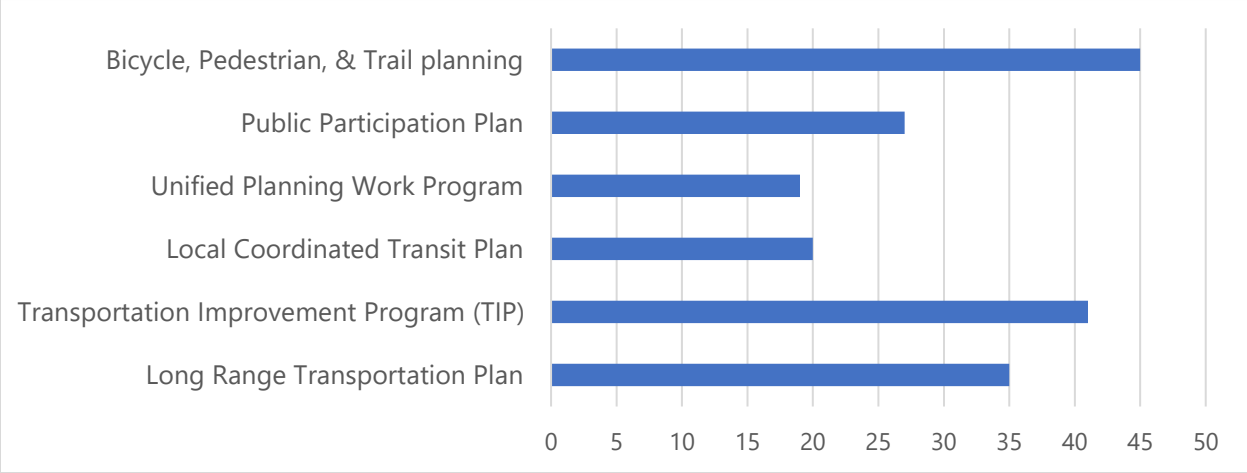
Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2023 Public Participation Plan update via an electronic survey. A link to the survey was sent to 305 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 8 – April 28, 2023 and resulted in 80 completed surveys.

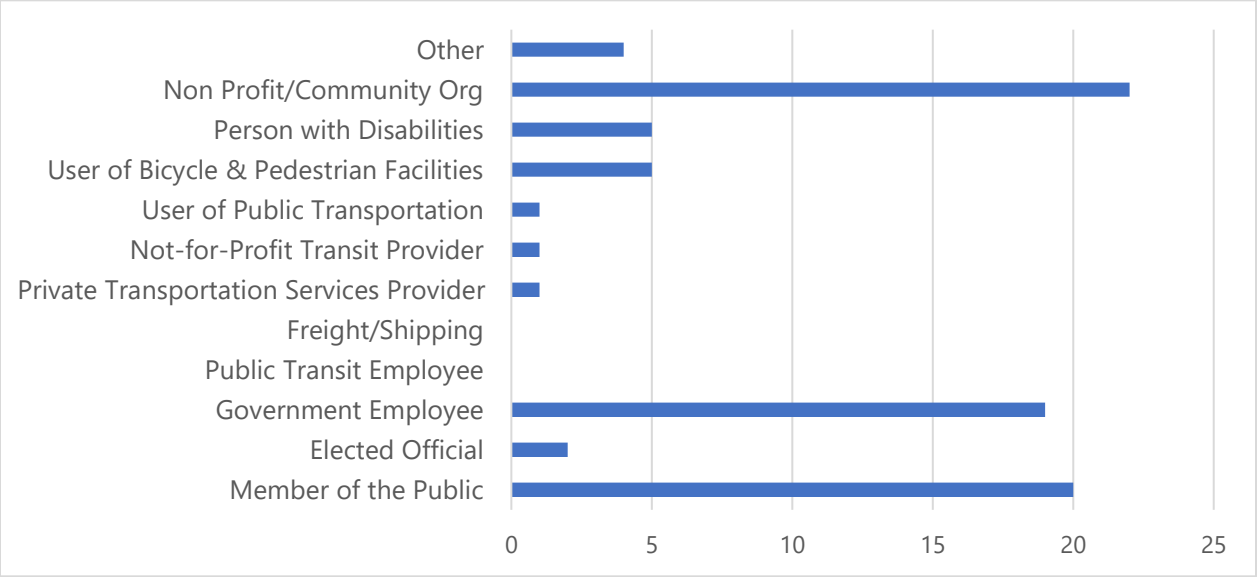
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



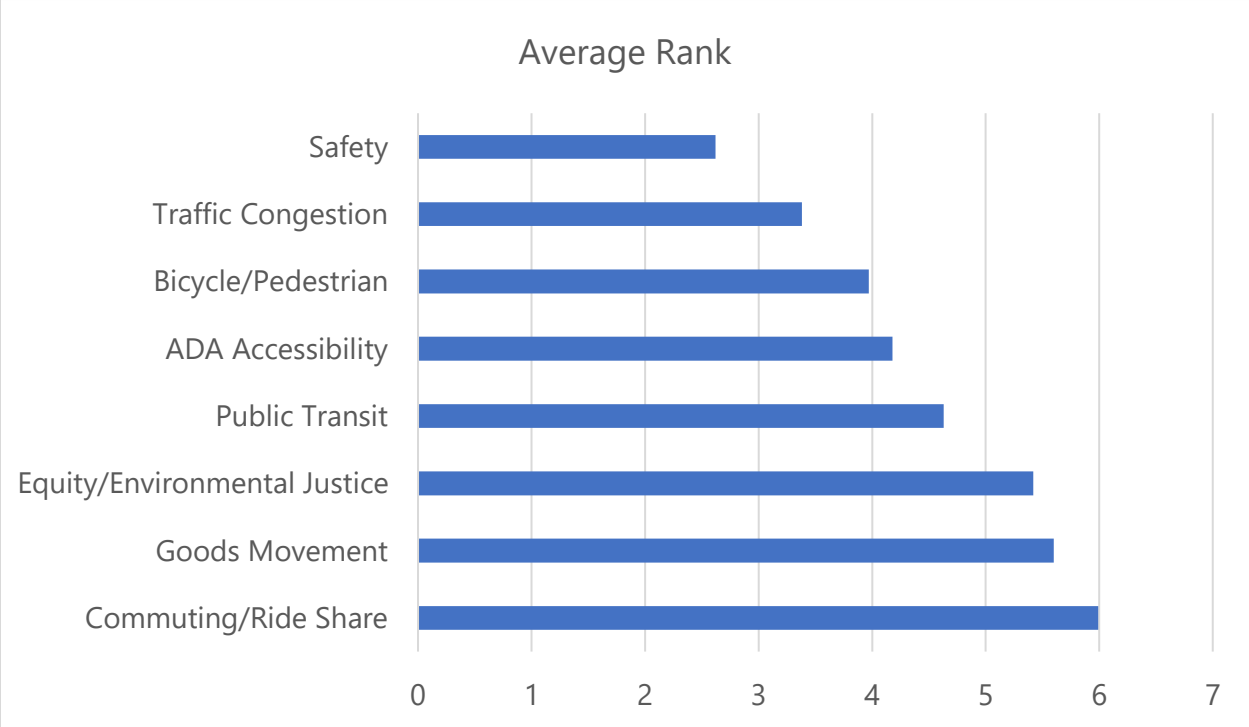
Question 2: Which of these OTO plans or activities are you familiar?



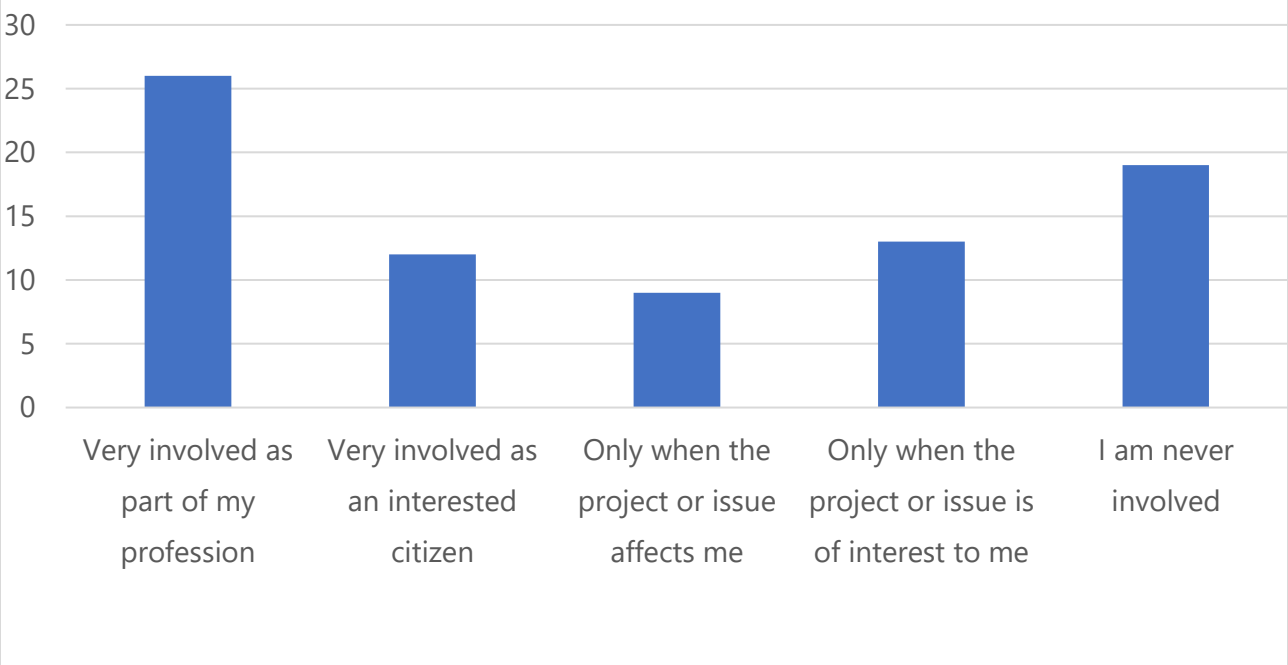
Question 3: Which of the following best describes you?



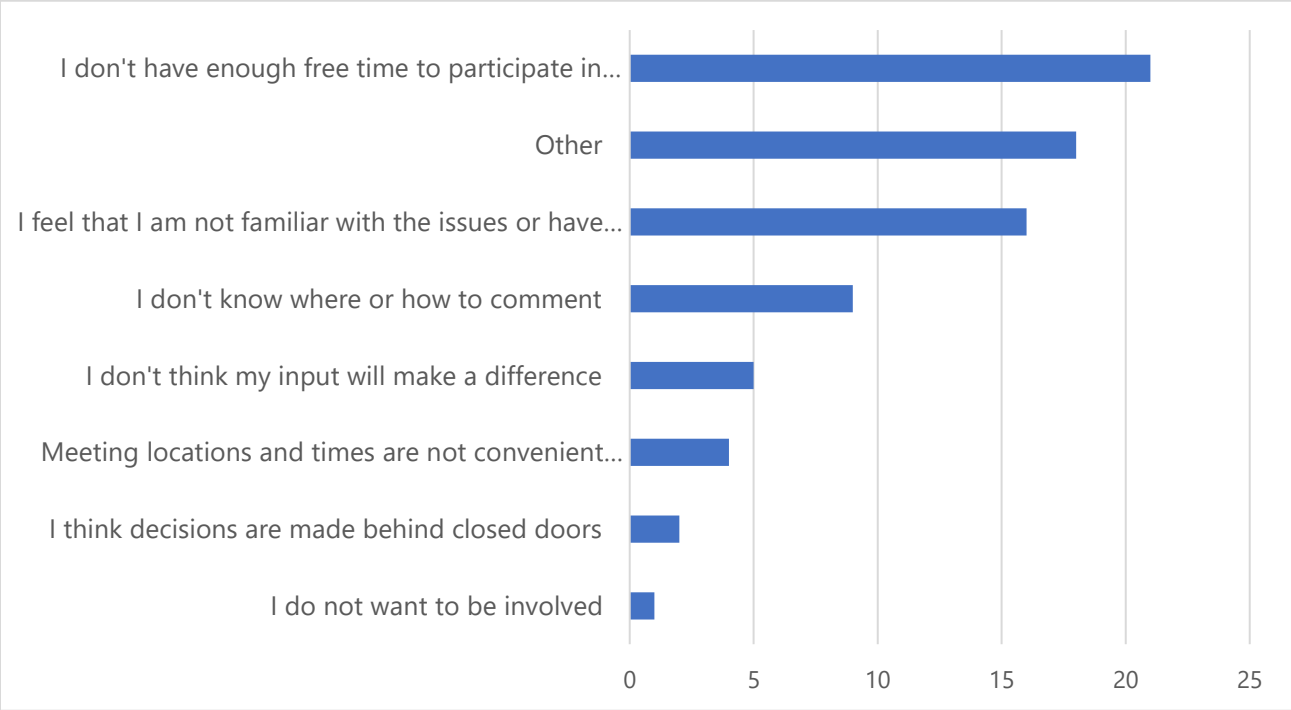
Question 4: Please rank (1 – 7) the following in order of interest



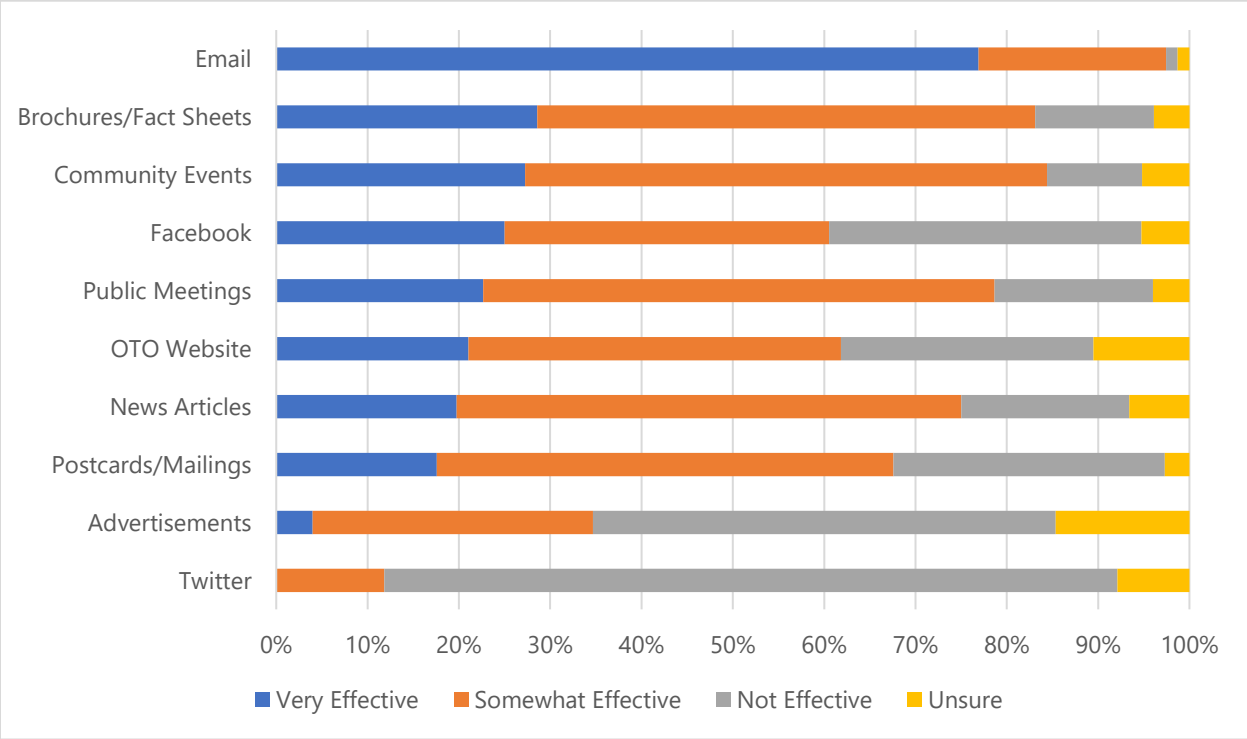
Question 5: How best would you describe your current involvement with the transportation planning process?



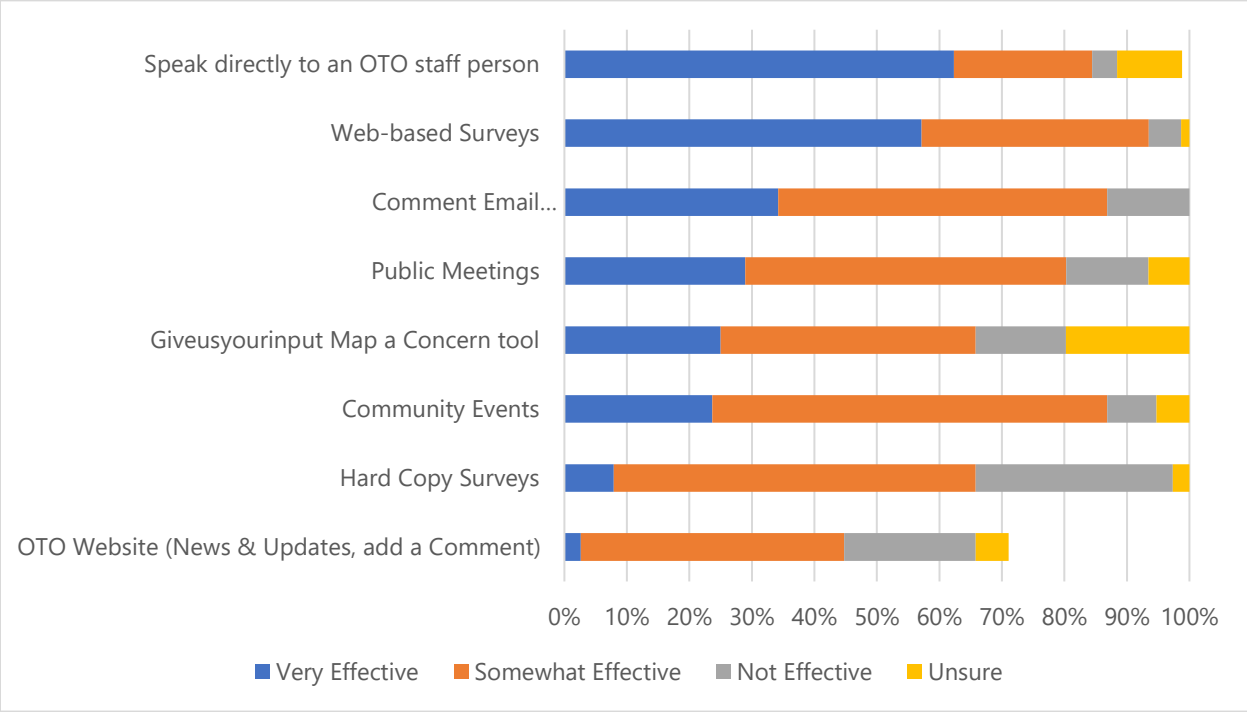
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



TAB 4

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.C.

***Destination 2045* Amendment Number 3**

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Added Projects
Three projects in the draft FY 2024-2027 Transportation Improvement Program are not on the Constrained Project List in *Destination 2045*:

- Main Avenue Bridge over Jordan Creek – estimated project cost of $7,500,000
- Green Bridge in Christian County – estimated project cost of $3,560,000
- EV Charger Program - $973,500 program for about 60 charging ports

Funding Update
The Fiscal Constraint section of *Destination 2045* did not include the Carbon Reduction Program suballocated funding. The Carbon Reduction Program was new to the Infrastructure Investment & Jobs Act of 2021 (IIJA). This has been added in the funding description and alongside the STBG-U Set-Aside in the funding tables. The annual TAP funding allocation has also been updated to reflect new funding levels that were increased in IIJA.

Official Trail Map
OTO was in the midst of additional trail planning during the development of *Destination 2045*. A revised trail map has been developed in consultation with the Bicycle and Pedestrian Advisory Committee and as a result of the *Towards a Regional Trail System* planning document. This has been incorporated as the Official OTO Trail Map into Chapter 8: Implementation Plan.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:
At its meeting on June 13, 2023, BPAC recommended the Technical Planning Committee and the Board of Directors approve the presented trail map as the OTO Official Trail Map in *Destination 2045*.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on June 21, 2023, the Technical Planning Committee recommended the Board of Directors approve Amendment Three to *Destination 2045*.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move approve Amendment Three to *Destination 2045*."

OR

"Move to approve Amendment Three to *Destination 2045* with the following changes…"

7 Investment Plan

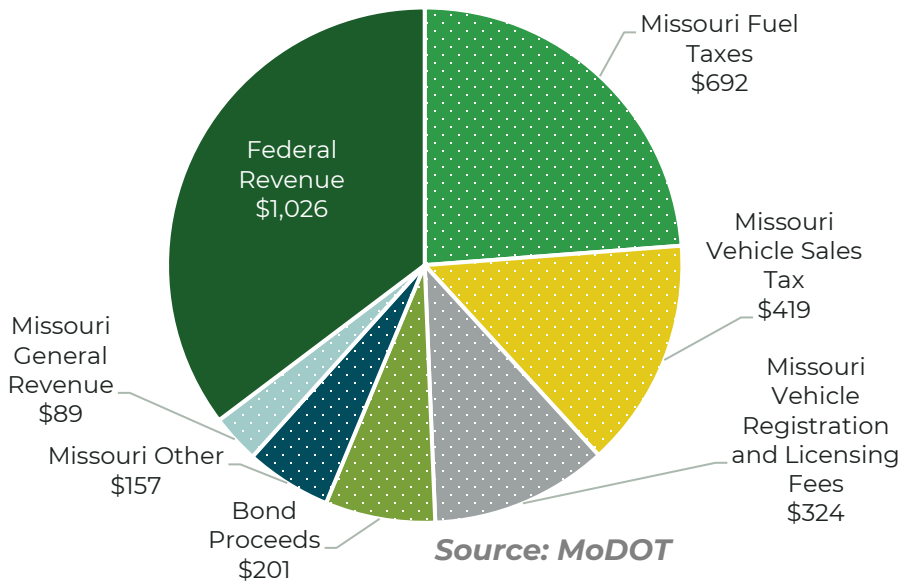
Currently, the FAST Act has been extended via continuing resolution through September 2021. The bill to reauthorize surface transportation funding and programs is still a work in progress and could introduce changes to the existing programs and policies presently in effect. That said, each transportation reauthorization introduces and eliminates programs, adjusting funding along the way. MoDOT, City Utilities Transit, and the OTO have continued to receive funding that can implement local, regional, and statewide priorities. While there is uncertainty in the contents of a future funding bill, OTO is confident that funding will continue to be available. MoDOT regularly updates its Citizen's Guide to Transportation and partners with OTO to provide revenue and spending estimates each year.

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds derived from the sale of bonds. The largest single source of transportation revenue for MoDOT is the federal 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants.

92: MoDOT Statewide Revenue (in millions)



The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature

eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies. In 2021, the state legislature passed a bill to incrementally increase the fuel tax to 29.5-cents per gallon, also increasing alternative fuel vehicle fees. The bill goes into effect in October of 2021 and potential revenue from this increase is included in the *Destination 2045* revenue projections.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. Periodic reissuing of these bonds has continued to generate additional revenue. MoDOT intends to borrow another $500 million in each 2023 and 2026 with Amendment 3 revenues used for debt repayment.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The State General Revenue Fund provides approximately 1 to 2 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Missouri Transportation Finance Corporation

The Missouri Transportation Finance Corporation provides financial support to both public and private sponsors of eligible transportation projects and can assist financing any stage of the project's development. There are no federal share restrictions on the cost of the projects eligible to receive MTFC assistance. Any highway projects eligible for federal assistance under Title 23 of US Code and any transit capital project eligible for federal assistance under Title 49 if the US Code is eligible for MTFC assistance.

Statewide Transportation Assistance Revolving (STAR) Fund

Authorized by the Missouri General Assembly in 1997, the STAR fund provides loans to local entities for non-highway projects such as rail, waterway and air travel infrastructure. The STAR fund can also provide loans to fund rolling stock for transit and the purchase of vehicles for elderly or handicapped persons. The STAR fund can assist in the planning, acquisition, development and construction of facilities for

transportation by air, water, rail or mass transit; however, STAR fund monies cannot fund operating expenses.

Federal-Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses a variety of factors, depending on the purpose of funding, distributes this funding around the state. This funding distribution is detailed in the Planning Framework for Transportation Decision-Making, which was developed through a collaborative process between MoDOT and Missouri's metropolitan planning organizations and regional planning commissions.

Funding to Support the National Highway System

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Flexible Transportation Funding

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Safety

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

HSIP projects will be selected from needs identified through MoDOT's Southwest District Safety Plan. That plan incorporates needs derived through a crash analysis of the region with proposed countermeasures prioritized with a cost/benefit ratio. Additional safety features may be determined and incorporated into projects

identified as needs in system improvement projects selected by OTO and its constituent members, if eligible for HSIP funds.

Federal - Special Programs

A number of unique funding programs appear with each transportation authorization bill. This includes funding that may be directly allocated to MoDOT through a formula, as well as funding that is discretionary and available to a variety of project sponsors. Described here are two of those discretionary programs as they currently exist.

Infrastructure for Rebuilding America (INFRA) Grant Program

The INFRA program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. Additionally, the program promotes innovative safety solutions that will improve our transportation system. Grants are awarded by the USDOT through a competitive application process.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER Discretionary Grants, Congress has dedicated nearly $8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Federal - Regional Suballocated

The Ozarks Transportation Organization is responsible for selecting projects within two federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STBG-Urban and Transportation Alternative Program (STBG Set-Aside) funding categories.

STBG-Urban

STBG-Urban funding is a subcategory of the Surface Transportation Program consisting of funding that is directly suballocated to metropolitan planning areas with urbanized area populations over 200,000. The federal share for this funding is generally 80 percent, with some specific exceptions for certain Interstate and Safety projects. A variety of activities are eligible under this funding category provided the

funding is spent on roads federally functionally classified as collector or higher, excepting bridges not on federal-aid highways and carpool, biking, pedestrian walkway improvements and other transportation alternatives also not on federal-aid highways.

STBG-Set Aside (formerly TAP)

The STBG-Set Aside program encompasses all previously eligible projects under the former Transportation Alternatives Program. It encompasses Enhancements, Recreational Trails, and Safe Routes to School. Throughout OTO planning documents, this funding is still referred to as TAP funding.

Carbon Reduction Program

This program funds projects that reduce transportation emissions. Eligible projects include the establishment and operation of traffic monitoring, management and control facilities or programs, advanced transportation and congestion management technologies, deployment of infrastructure-based intelligent transportation systems capital improvements.

Local

OTO's member jurisdictions receive revenue from a number of sources, including those dedicated to transportation. CART (County Aid Road Trust) funding is available to all OTO member jurisdictions, as it allows cities and counties to share in the state motor fuel tax revenues. This currently generates about $14 million a year for the region. All municipal members, excepting Strafford, have a transportation and/or capital improvements sales tax. Christian and Greene Counties also have property taxes that can be used for transportation, though only Greene County's is dedicated.

Additional local and/or private sources of funding include transportation development districts, transportation corporations, community improvement districts, transportation increment financing, and other examples of private-public partnerships.

Transit - Federal, State, and Local

Section 5307 Urbanized Area Formula Program

The Urbanized Area Formula Grants (Section 5307) program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances, areas which operate a maximum of 100 buses in fixed-route service during peak hours.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The Enhanced Mobility of Seniors and Individuals with Disabilities Grants (Section 5310) program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the specials needs of transit-dependent

populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Section 5339 Bus and Bus Facilities

The Bus and Bus Facilities Grants (Section 5339) program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

MO HealthNet

City Utilities Transit contracts with the Missouri Department of Social Services each fiscal year for 50 percent of the per trip cost to provide Missouri HealthNet (Medicaid) transportation trips to eligible paratransit passengers.

State Operating Funding

Each year, transit agencies around the state receive a distribution of Missouri General Revenue for operating assistance. This amount of funding has decreased substantially from the original application to the present day. This funding varies from year to year depending upon the State of Missouri budget.

Farebox

Each year, City Utilities receives bus passenger farebox revenue from the sales of bus passes and the cash farebox deposits.

Advertising

Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

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.

Programmed Projects

The OTO has already identified funding and programmed projects for the FY 2022-2025 Transportation Improvement Program. These are listed in Appendix 5, and all previously appeared in *Transportation Plan 2040*. The total cost of these projects is included in the constrained projects table and the FY 2022-2025 TIP projects are hereby incorporated via this reference.

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2045. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

Several inflationary rates were used to develop estimates. MoDOT funding is inflated at 1 percent per year, consistent with their own projections and slow growth in fuel tax revenue. STBG suballocated funding has been inflated at 2 percent, consistent with past revenue growth in this specific program. Suballocated TAP funding has been periodically inflated by 2 percent every five years, based on the more limited growth seen within prior transportation bills. All transit funding is inflated at 2 percent, while CU Local Share is inflated at 1 percent. While conservative, the revenue projected for this plan is in-line with the overall projections found in *Transportation Plan 2040*. Initial year estimates were derived from MoDOT, City Utilities Transit, and the FAST Act, with the local match showing the minimum amount required for the federal-aid projects which can be afforded here.

Funding projections are time banded in accordance with federal transportation law and guidance. The first four years are in alignment with the FY 2022-2025 TIP, while also accounting for the additional anticipated funding from Missouri's newly passed fuel tax increase, and planned revenue produced by reissuing Amendment 3 bonds. The first ten years are required to be individually fiscally constrained, while the outer years can be time banded. OTO has split the outer years into two bands – 2032 to 2037 and 2038 to 2045. These various splits are color coded into the revenue estimates shown below.

Revenue Directed to Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance Projects

93: Non-Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
MoDOT Directed Revenue	$59,027,891	$76,779,044	$66,592,385	$54,751,931	$58,312,000
Cost Share Projected Revenue	$6,000,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Suballocated STBG	$6,902,309	$7,040,356	$7,181,163	$7,324,786	$7,471,282
Suballocated TAP/CRP	$2,339,041	$2,440,168	$2,456,149	$2,473,759	$2,491,952
Local/Other	$25,795,423	$8,708,407	$2,409,328	$2,449,636	$2,490,808
TOTAL	$100,064,664	$96,467,974	$80,139,025	$68,500,112	$72,266,042

	2027	2028	2029	2030	2031
MoDOT Directed Revenue	$55,390,100	$55,944,001	$56,503,441	$57,068,475	$57,639,160
Cost Share Projected Revenue	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Suballocated STBG	$7,620,707	$7,773,121	$7,928,584	$8,087,156	$8,248,899
Suballocated TAP/CRP	$2,491,952	$2,491,952	$2,491,952	$2,491,952	$2,491,952
Local	$2,528,165	$2,566,268	$2,605,134	$2,644,777	$2,685,213
TOTAL	$69,530,924	$70,275,343	$71,029,111	$71,792,360	$72,565,224

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	$58,215,552	$58,797,707	$59,385,684	$59,979,541	$60,579,337
Cost Share Projected Revenue	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Suballocated STBG	$8,413,877	$8,582,154	$8,753,797	$8,928,873	$9,107,451
Suballocated TAP/CRP	$2,541,791	$2,541,791	$2,541,791	$2,541,791	$2,541,791
Local	$2,738,917	$2,780,986	$2,823,897	$2,867,666	$2,912,310
TOTAL	$73,410,136	$74,202,639	$75,005,170	$75,817,872	$76,640,889

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	$61,185,130	$61,796,981	$62,414,951	$63,039,101	$63,669,492
Cost Share Projected Revenue	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Suballocated STBG	$9,289,600	$9,475,392	$9,664,900	$9,858,198	$10,055,361
Suballocated TAP/CRP	$2,592,627	$2,592,627	$2,592,627	$2,592,627	$2,592,627
Local	$2,970,557	$3,017,005	$3,064,382	$3,112,706	$3,161,997
TOTAL	$77,537,913	$78,382,004	$79,236,859	$80,102,631	$80,979,477

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	$64,306,187	$64,949,248	$65,598,741	$66,254,728	$1,468,180,809
Cost Share Projected Revenue	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$40,500,000
Suballocated STBG	$10,256,469	$10,461,598	$10,670,830	$10,884,247	$209,981,107
Suballocated TAP/CRP	$2,644,479	$2,644,479	$2,644,479	$2,644,479	$60,910,835
Local	$3,225,237	$3,276,519	$3,328,827	$3,382,182	$97,546,347
TOTAL	$81,932,372	$82,831,845	$83,742,878	$84,665,636	$1,877,119,099

Revenue Directed to Transit Projects

94: Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
FTA 5307	$2,755,075	$2,872,825	$2,866,486	$2,923,816	$2,982,292
FTA 5310	$307,843	$314,000	$320,280	$326,686	$333,220
FTA 5339	$292,904	$298,762	$3,304,738	$310,832	$317,049
City Utilities Local Share	$6,800,000	$7,000,000	$7,000,000	$9,500,000	$9,595,000
State of Missouri/Medicaid	$146,500	$146,500	$146,500	$146,500	$149,430
Other local agencies	$42,328	$43,175	$44,039	$44,919	$45,818
TOTAL	$10,344,650	$10,675,262	$13,682,043	$13,252,753	$13,422,808

	2027	2028	2029	2030	2031
FTA 5307	$3,041,938	$3,102,777	$3,164,832	$3,228,129	$3,292,692
FTA 5310	$339,884	$346,682	$353,615	$360,688	$367,901
FTA 5339	$323,390	$329,857	$336,455	$343,184	$350,047
City Utilities Local Share	$9,690,950	$9,787,860	$9,885,738	$9,984,595	$10,084,441
State of Missouri/Medicaid	$149,430	$149,430	$149,430	$149,430	$152,419
Other local agencies	$46,734	$47,669	$48,622	$49,595	$50,586
TOTAL	$13,592,326	$13,764,274	$13,938,693	$14,115,621	$14,298,087

	2032	2033	2034	2035	2036
FTA 5307	$3,358,546	$3,425,716	$3,494,231	$3,564,115	$3,635,398
FTA 5310	$375,260	$382,765	$390,420	$398,228	$406,193
FTA 5339	$357,048	$364,189	$371,473	$378,902	$386,481
City Utilities Local Share	$10,185,286	$10,287,139	$10,390,010	$10,493,910	$10,598,849
State of Missouri/Medicaid	$152,419	$152,419	$152,419	$152,419	$155,467
Other local agencies	$51,598	$52,630	$53,683	$54,756	$55,852
TOTAL	$14,480,156	$14,664,858	$14,852,235	$15,042,331	$15,238,239

	2037	2038	2039	2040	2041
FTA 5307	$3,708,106	$3,782,268	$3,857,913	$3,935,071	$4,013,773
FTA 5310	$414,317	$422,603	$431,055	$439,676	$448,470
FTA 5339	$394,210	$402,094	$410,136	$418,339	$426,706
City Utilities Local Share	$10,704,838	$10,811,886	$10,920,005	$11,029,205	$11,139,497
State of Missouri/Medicaid	$155,467	$155,467	$155,467	$155,467	$158,576
Other local agencies	$56,969	$58,108	$59,270	$60,455	$61,665
TOTAL	$15,433,906	$15,632,426	$15,833,847	$16,038,214	$16,248,686

	2042	2043	2044	2045	TOTAL
FTA 5307	$4,094,048	$4,175,929	$4,259,448	$4,344,637	$83,880,061
FTA 5310	$457,439	$466,588	$475,920	$485,438	$9,365,172
FTA 5339	$435,240	$443,945	$452,824	$461,880	$11,910,684
City Utilities Local Share	$11,250,892	$11,363,401	$11,477,035	$11,591,805	$241,572,343
State of Missouri/Medicaid	$158,576	$158,576	$158,576	$158,576	$3,665,459
Other local agencies	$62,898	$64,156	$65,439	$66,748	$1,287,711
TOTAL	$16,459,094	$16,672,595	$16,889,241	$17,109,084	$351,681,431

Range of Alternatives

Funding through 2045 will be limited. For this reason, OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions and through the public input process. These projects are then subjected to a prioritization process. The list of prioritized projects is compared to the available funding amounts through 2045 and a constrained list of priority projects is selected.

Project Prioritization Process

To prioritize projects, the *Destination 2045* subcommittee developed a set of prioritization factors based on the plan goals. A glossary defining the criteria for points is included in Appendix 2.

95: Prioritization Points

Factor	Max Points
High Volume Corridors	8
Safety	40
Bike/Ped Safety	20
At-Grade RR Crossing	4
Multi-Modal	6
Environmental Justice	8
Current Congestion	15
Future Congestion	7
SW Freight Plan	2
Freight Traffic	4
Bridge Condition	6
Extending Life Cycle	4
Local Priority	15
TOTAL Points	**140**

2045 Goals

Safe for all users on all modes

Asset management and fiscal responsibility

Connected, integrated, multi-modal system

Resilient and prepared for the future

Quality projects implementing best practices

Constrained Project Lists

The long range transportation plan is required to contain a financial plan demonstrating how the adopted transportation plan can be implemented. OTO has identified funding for operations, maintenance, and plan implementation of federal-aid highways and public transportation. As these funds are limited, the list below has been constrained to available funding. The financial plan presented in *Destination 2045* is required to be fiscally constrained by year for the first ten years and the outer years may reflect aggregate cost ranges.

Foremost, OTO has accounted for the FY 2022-2025 Transportation Improvement Program. The FY 2022-2025 TIP contains projects constrained in *Transportation Plan 2040* and has been fiscally constrained itself. The projects contained in the TIP can be found on the OTO website - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program. A small amount of funding is available beyond what has been programmed in the TIP and that has been made available for projects that have yet to be programmed in this timeframe.

Next, OTO has considered those needs that require an annual investment through regular evaluation. The first few years of these programs have already been included in the FY 2022-2025 TIP, then an annual cost/investment plan has been estimated through 2045.

- ADA/Bike/Ped/Trail
- Signal Replacement
- Bridge Asset Management
- Safety Improvement
- Interstate and Major Routes Pavement Improvement
- Minor Routes Pavement

- Intersection Operational Improvement
- ITS Operations and Management
- Operations and Maintenance – State and Local Systems
- Scoping
- Rail

Finally, identified projects have been prioritized as outlined above and assigned a year for construction, with estimated costs inflated to the relevant time frame. The following list has been organized by Route for ease of use. Public transportation projects have been identified in a separate table.

Fiscal Constraint for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

96: Non-Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	$58,933,279	$11,842,409	$17,963,103	$35,779,494
Projected Funding	$100,064,664	$96,467,974	$80,139,025	$68,500,112
Inflated Constrained Project Costs	($147,155,534)	($90,347,280)	($62,322,634)	($103,499,870)
Remaining Funding	$11,842,409	$17,963,103	$35,779,494	$779,736

	2026	2027	2028	2029
Prior Year Funding	$779,736	$909,861	$3,734,457	$5,754,827
Projected Funding	$72,266,042	$69,530,924	$70,275,343	$71,029,111
Inflated Constrained Project Costs	($72,135,917)	($66,706,329)	($68,254,973)	($68,823,084)
Remaining Funding	$909,861	$3,734,457	$5,754,827	$7,960,854

	2030	2031	2032-2037	2038-2045
Prior Year Funding	$7,960,854	$10,788,395	$13,117,071	$51,344,045
Projected Funding	$71,792,360	$72,565,224	$452,614,618	$651,873,702
Inflated Constrained Project Costs	($68,964,819)	($70,236,547)	($414,387,645)	($625,531,072)
Remaining Funding	$10,788,395	$13,117,071	$51,344,045	$77,686,674

Constrained Project List for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

97: Non-Transit Constrained Project List

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
39	N/A	*Various*|2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2022	$147,155,534
39	N/A	*Various*|2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2023	$78,619,210

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
39	N/A	*Various*|2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2024	$52,907,261
39	N/A	*Various*|2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2025	$38,395,001
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2023	$430,000
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2024	$800,000
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2025	$1,500,000
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2026	$2,100,000
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2027	$2,163,000
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2028	$2,227,890
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2029	$2,294,727
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2030	$2,363,569
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2031	$2,434,476
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2032-2037	$16,219,601
43	N/A	*Various*|ADA/Bike/Ped/Trail Investments	Annual Program	2038-2045	$26,624,524
10	N/A	*MoDOT*|Signal Replacement Program	Annual Program	2026	$4,502,035
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2025	$2,458,636
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2026	$2,532,395
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2027	$2,608,367
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2028	$2,686,618
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2029	$2,767,216
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2030	$2,850,233
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2031	$2,935,740
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2032-2037	$19,730,208
11	N/A	*MoDOT*|Bridge Asset Management Program	Annual Program	2038-2045	$32,947,211
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2025	$1,966,909

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2026	$2,025,916
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2027	$2,086,693
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2028	$2,149,294
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2029	$2,213,773
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2030	$2,280,186
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2031	$2,348,592
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2032-2037	$15,647,404
12	N/A	*MoDOT*|Safety Improvement Program	Annual Program	2038-2045	$25,685,260
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2025	$8,741,816
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2026	$9,004,070
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2027	$9,274,193
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2028	$9,552,418
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2029	$9,838,991
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	$10,134,161
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	$10,438,185
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2032-2037	$72,005,677
13	N/A	*MoDOT*|Interstate and Major Routes Pavement Improvement Program	Annual Program	2038-2045	$126,566,059
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2025	$811,896
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2026	$836,253
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2027	$861,341

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2028	$887,181
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2029	$913,796
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2030	$941,210
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2031	$969,446
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2032-2037	$6,572,273
19	N/A	*MoDOT*|Minor Routes Pavement Program	Annual Program	2038-2045	$11,164,411
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2025	$546,364
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2026	$562,754
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2027	$579,637
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2028	$597,026
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2029	$614,937
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2030	$633,385
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2031	$652,387
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2032-2037	$4,346,501
21	N/A	*MoDOT*|Intersection Operational Improvement Program	Annual Program	2038-2045	$7,134,794
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2025	$1,803,000
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2026	$2,082,600
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2027	$1,912,802

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2028	$1,970,186
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2029	$2,029,292
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2030	$2,090,171
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2031	$2,152,876
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2032-2037	$14,343,453
34	N/A	*MoDOT/Springfield*|ITS Operations and Management Program	Annual Program	2038-2045	$23,544,822
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2026	$9,860,043
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2027	$10,155,844
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2028	$10,460,520
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2029	$10,774,335
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2030	$11,097,565
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2031	$11,430,492
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2032-2037	$76,155,222
44	N/A	*Various*|Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	$125,009,026
48	N/A	*MoDOT*|Scoping	Annual Program	2025	$50,000
48	N/A	*MoDOT*|Scoping	Annual Program	2026	$50,000
48	N/A	*MoDOT*|Scoping	Annual Program	2027	$51,500
48	N/A	*MoDOT*|Scoping	Annual Program	2028	$53,045
48	N/A	*MoDOT*|Scoping	Annual Program	2029	$54,636
48	N/A	*MoDOT*|Scoping	Annual Program	2030	$56,275

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
48	N/A	*MoDOT*|Scoping	Annual Program	2031	$57,964
48	N/A	*MoDOT*|Scoping	Annual Program	2032-2037	$399,851
48	N/A	*MoDOT*|Scoping	Annual Program	2038-2045	$702,827
49	N/A	*MoDOT*|Rail	Annual Program	2026	$200,000
49	N/A	*MoDOT*|Rail	Annual Program	2027	$206,000
49	N/A	*MoDOT*|Rail	Annual Program	2028	$212,180
49	N/A	*MoDOT*|Rail	Annual Program	2029	$218,545
49	N/A	*MoDOT*|Rail	Annual Program	2030	$225,102
49	N/A	*MoDOT*|Rail	Annual Program	2031	$231,855
49	N/A	*MoDOT*|Rail	Annual Program	2032-2037	$1,544,724
49	N/A	*MoDOT*|Rail	Annual Program	2038-2045	$2,535,669
A31	N/A	*Various*|EV Chargers	EV Charger Program for about 60 Charging Ports	2024	$937,500
57	3rd/Oak	*Ozark*|3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	$2,604,581
247	Azalea	*Battlefield*|Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	$875,500
1	Chestnut	*MoDOT*|Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	$5,064,462
212	Chestnut	*MoDOT*|Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	$3,559,229
2	Division	*MoDOT*|Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	$16,016,529
99	Division	*Springfield*|Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	$15,844,532
45	EW Arterial	*Greene*|East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	$26,249,311
114	Glenstone	*MoDOT*|Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	$950,078
183	I-244	*MoDOT*|Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	$1,229,874
4	I-44	*MoDOT*|I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2032-2037	$17,871,764

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
5	I-44	*MoDOT*|I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2028	$32,958,231
6	I-44	*MoDOT*|I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	$2,533,540
41	I-44/MM/B	*MoDOT*|I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	$7,332,570
22	ITS	*MoDOT*|ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	$1,140,468
126	Kansas Expy	*MoDOT*|Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2027	$22,316,026
127	Kansas Expy	*MoDOT*|Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	$4,340,968
128	Kansas Expy	*MoDOT*|Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	$7,535,281
131	Kansas Expy	*MoDOT*|Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	$9,405,430
248	Kansas Expy/Sunshine	*MoDOT*|Kansas and Sunshine Intersection	Intersection Improvements	2027	$6,955,644
134	Kearney	*MoDOT*|Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	$2,652,331
138	Kearney	*MoDOT*|Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	$3,737,190
216	LeCompte	*Springfield*|LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	$3,559,229
215	LeCompte/YY	*MoDOT*|LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	$3,559,229
65	Longview/65	*MoDOT*|Longview & 65 Interchange	Longview and 65 interchange	2038-2045	$24,914,600
246	Main	*Nixa*|Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	$5,345,693
A33	Main	*Springfield*|Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	*Ozark*|McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	$2,406,863
78	Miller	*Willard*|Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	$477,405
80	Miller	*Willard*|Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	$2,170,484

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
8	Mulroy Road	*Other*|Mulroy and I-44	Interchange Improvements	2023	$3,090,000
14	Route 125	*MoDOT*|Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	$11,299,539
240	Route 125/Farm Road 84	*MoDOT*|Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	$1,334,711
172	Route 125/OO	*MoDOT*|S. 125/OO Signalization	Signalization	2028	$1,194,052
15	Route 13	*MoDOT*|Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	$1,791,078
16	Route 14	*MoDOT*|Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	$10,811,821
17	Route 14	*MoDOT*|Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	$4,304,559
18	Route 14	*MoDOT*|Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	$42,427,784
61	Route 14	*MoDOT*|Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	$5,698,325
56	Route 14/Church	*MoDOT*|Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	$2,403,999
59	Route 14/W	*MoDOT*|Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	$2,813,772
139	Route 160	*MoDOT*|Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	$39,151,514
140	Route 160	*MoDOT*|Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	$19,575,757
142	Route 160	*MoDOT*|Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	$1,779,614
244	Route 174	*MoDOT*|Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	$3,328,075
243	Route 174	*MoDOT*|Rte 174	Capacity Improvements Main to 60	2032-2037	$7,234,946
23	Route 60	*MoDOT*|US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	$10,091,334
24	Route 60	*MoDOT*|Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	$22,693,133
26	Route 60	*MoDOT*|Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	$28,939,785

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
196	Route 60	*MoDOT*|US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	$4,181,571
200	Route 60	*MoDOT*|US 60 improvements - RT 174 to MM	Six Lane	2026	$31,064,043
250	Route 60	*MoDOT*|Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	$5,787,957
167	Route 60/65	*MoDOT*|Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	$14,469,893
235	Route 60/National	*MoDOT*|JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	$14,236,914
27	Route 65	*MoDOT*|Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	$19,001,551
28	Route 65	*MoDOT*|Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	$11,145,815
29	Route 65	*MoDOT*|Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	$16,575,010
33	Route 65/CC	*MoDOT*|Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	$2,513,272
213	Route AA/Owen	*MoDOT*|Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	$2,669,421
161	Route AB/266/B	*MoDOT*|Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	$3,559,229
162	Route AB/266/B	*MoDOT*|Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	$4,051,570
30	Route CC	*MoDOT*|Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	$6,009,999
31	Route CC	*MoDOT*|Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	$8,681,936
32	Route CC	*MoDOT*|Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	$2,413,830
63	Route CC	*MoDOT*|Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	$5,338,843
154	Route CC	*MoDOT*|Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	$11,400,931
155	Route CC	*MoDOT*|Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	$10,128,925

Project No.	Route	*Expected Sponsor*|Project Name	Description	Time Band	Inflated Cost
204	Route FF	*MoDOT*|Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	$4,340,968
36	Route MM	*MoDOT*|Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	$10,061,830
37	Route MM	*MoDOT*|Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	$3,000,430
251	Route MM	*MoDOT*|Widen Bridge over James River Freeway	Bridge Widening	2038-2045	$12,457,300
64	Route NN	*MoDOT*|NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	$4,175,274
67	Route NN	*MoDOT*|Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	$2,598,237
245	Route O/Miller	*MoDOT*|Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	$177,961
169	Route OO/Washington	*MoDOT*|Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	$4,502,035
209	Route P	*MoDOT*|Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	$1,085,242
38	Route ZZ	*MoDOT*|Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	$27,712,078
202	Route ZZ	*MoDOT*|Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	$2,170,484
233	Route ZZ/Repmo	*MoDOT*|Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	$2,669,421
A32	Smyrna	*Christian*|Green Bridge	Replace Green Bridge in Christian County	2024	$,3,560,000
58	South	*MoDOT*|South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	$1,515,252
40	Sunshine	*MoDOT*|East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	$3,255,726
147	West Bypass	*MoDOT*|West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	$2,283,353
				TOTAL COST	**($1,858,365,703)**
				Prior Year Funding*	$58,933,279
				Projected Funding	$1,877,119,099
				Remaining Funding	$77,686,674
				*Prior year funding identified in FY 2022-2025 TIP	

Fiscal Constraint for Transit

98: Transit Fiscal Constraint

	2022	2023	2024	2025
Prior Year Funding	$4,017,791	$2,320,541	$2,039,085	$5,192,974
Projected Funding	$10,344,650	$10,675,262	$13,682,043	$13,252,753
Inflated Constrained Project Costs	($12,041,900)	($10,956,718)	($10,528,154)	($11,446,454)
Remaining Funding	$2,320,541	$2,039,085	$5,192,974	$6,999,273

	2026	2027	2028	2029
Prior Year Funding	$6,999,273	$6,714,986	$6,583,705	$6,607,532
Projected Funding	$13,422,808	$13,592,326	$13,764,274	$13,938,693
Inflated Constrained Project Costs	($13,707,096)	($13,723,606)	($13,740,447)	($13,757,624)
Remaining Funding	$6,714,986	$6,583,705	$6,607,532	$6,788,601

	2030	2031	2032-2037	2038-2045
Prior Year Funding	$6,788,601	$7,129,076	$7,634,147	$8,528,395
Projected Funding	$14,115,621	$14,298,087	$89,711,725	$130,883,188
Inflated Constrained Project Costs	($13,775,145)	($13,793,017)	($88,817,477)	($135,987,192)
Remaining Funding	$7,129,076	$7,634,147	$8,528,395	$3,424,392

Constrained Project List for Transit

99: Transit Constrained Project List

***Expected Sponsor*|Expenses**	2022	2023	2024	2025
CU Transit|Operating Expenses	$0	$0	$0	$0
CU Transit|Preventative Maintenance	$0	$0	$0	$0
CU Transit|Planning	$0	$0	$0	$0
CU Transit|Security	$0	$0	$0	$0
CU Transit|ADA Enhancements	$0	$0	$0	$0
CU Transit|Fixed Route Bus Replacement	$0	$0	$0	$2,000,000
CU Transit|Paratransit Bus Replacement	$0	$0	$560,000	$0
CU Transit|Shelter/Signs/ Amenities	$0	$0	$0	$0
CU Transit|ITS	$0	$0	$0	$0
Various|Other Agency Vehicles	$0	$0	$0	$0
Various|FY 2022-2025 TIP	$12,041,900	$10,956,718	$9,968,154	$9,446,454
Total	($12,041,900)	($10,956,718)	($10,528,154)	($11,446,454)
Prior Year Funding	$4,017,791	$2,320,541	$2,039,085	$5,192,974
Projected Funding	$10,344,650	$10,675,262	$13,682,043	$13,252,753
Remaining Funding	$2,320,541	$2,039,085	$5,192,974	$6,999,273

***Expected Sponsor*|Expenses**	**2026**	**2027**	**2028**	**2029**
CU Transit|Operating Expenses	$11,257,740	$11,257,740	$11,257,740	$11,257,740
CU Transit|Preventative Maintenance	$1,623,840	$1,623,840	$1,623,840	$1,623,840
CU Transit|Planning	$227,312	$231,858	$236,495	$241,225
CU Transit|Security	$37,279	$38,024	$38,785	$39,560
CU Transit|ADA Enhancements	$160,362	$163,569	$166,841	$170,177
CU Transit|Fixed Route Bus Replacement	$0	$0	$0	$0
CU Transit|Paratransit Bus Replacement	$0	$0	$0	$0
CU Transit|Shelter/Signs/ Amenities	$50,192	$51,196	$52,220	$53,264
CU Transit|ITS	$102,956	$105,015	$107,115	$109,258
Various|Other Agency Vehicles	$247,416	$252,364	$257,411	$262,559
Various|FY 2022-2025 TIP	$0	$0	$0	$0
Total	($13,707,096)	($13,723,606)	($13,740,447)	($13,757,624)
Prior Year Funding	$6,999,273	$6,714,986	$6,583,705	$6,607,532
Projected Funding	$13,422,808	$13,592,326	$13,764,274	$13,938,693
Remaining Funding	$6,714,986	$6,583,705	$6,607,532	$6,788,601

***Expected Sponsor*|Expenses**	**2030**	**2031**	**2032-2037**	**2038-2045**
CU Transit|Operating Expenses	$11,257,740	$11,257,740	$72,435,489	$110,991,562
CU Transit|Preventative Maintenance	$1,623,840	$1,623,840	$10,448,247	$16,009,655
CU Transit|Planning	$246,050	$250,971	$1,614,816	$2,474,353
CU Transit|Security	$40,352	$41,159	$264,826	$405,789
CU Transit|ADA Enhancements	$173,581	$177,053	$1,139,207	$1,745,585
CU Transit|Fixed Route Bus Replacement	$0	$0	$0	$0
CU Transit|Paratransit Bus Replacement	$0	$0	$0	$0
CU Transit|Shelter/Signs/ Amenities	$54,329	$55,416	$356,562	$546,354
CU Transit|ITS	$111,443	$113,672	$731,396	$1,120,705
Various|Other Agency Vehicles	$267,811	$273,167	$1,826,933	$2,693,189
Various|FY 2022-2025 TIP	$0	$0	$0	$0
Total	($13,775,145)	($13,793,017)	($88,817,477)	($135,987,192)
Prior Year Funding	$6,788,601	$7,129,076	$7,634,147	$8,528,395
Projected Funding	$14,115,621	$14,298,087	$89,711,725	$130,883,188
Remaining Funding	$7,129,076	$7,634,147	$8,528,395	$3,424,392

Unconstrained Projects

The following tables include those projects not prioritized for funding.

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	*Expected Sponsor*|Project Name	Description	Current Cost
74	10th	*Ozark*|10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	$8,500,000
3	4th to Plainview	*Battlefield*|New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	$2,000,000
222	Camino Alto/Lyon	*Springfield*|Camino Alto & Lyon Ave	Signalization	$2,500,000
92	Campbell	*Springfield*|Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	$1,500,000
46	EW Arterial	*Greene*|East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	$15,000,000
47	EW Arterial	*Greene*|East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	$19,000,000
185	EW Arterial	*Greene*|East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	$15,000,000
187	EW Arterial	*Greene*|E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	$17,000,000
52	Farm Road 115/140	*Greene*|Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	$1,500,000
7	Farm Road 190	*Greene*|Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	$2,000,000
221	Farm Road 89/Hickory	*Greene*|Farm Road 89 & Hickory Ln	Signalization	$10,000
220	Farm Road 89/ Williamsburg	*Greene*|Farm Road 89 & Williamsburg Walk	Signalization	$10,000
70	Farmers Branch	*MoDOT*|Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	$3,350,000
71	Fremont	*Ozark*|Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	$2,765,000

Project No.	Route	*Expected Sponsor*|Project Name	Description	Current Cost
73	Fremont	*Ozark*|Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	$3,550,000
231	Glenstone/ Sunshine	*MoDOT*|Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	$5,000,000
234	Hines/Lynn	*Republic*|Hines & Lynn intersection improvements	Intersection Improvements	$2,000,000
83	Hughes	*Willard*|Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	$550,000
121	I-44	*MoDOT*|I-44 Safety and Operational Improvements	I-44 - US 65 to Rte 125	$4,080,000
116	I-44	*MoDOT*|I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	$4,080,000
117	I-44	*MoDOT*|I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	$4,080,000
168	I-44/125	*MoDOT*|I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	$20,000,000
130	Kansas Expy	*MoDOT*|Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	$6,500,000
125	Kansas Expy	*MoDOT*|Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	$25,000,000
236	Kansas Expy/Walnut	*MoDOT*|Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	$150,000
219	Main/Farm Road 168	*Greene*|Main & FR 168 intersection improvements	Intersection Improvements	$550,000
81	McCracken	*Ozark*|McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	$2,250,000
68	Melton	*Ozark*|Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	$996,000

Project No.	Route	*Expected Sponsor*|Project Name	Description	Current Cost
55	National Avenue	*Greene*|National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	$7,000,000
66	North	*Ozark*|W North Rd Improvements	Longview expansion from Cheyenne to Fremont	$1,560,000
88	North	*Nixa*|North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	$8,000,000
62	OTC Entrance	*MoDOT*|OTC Entrance Upgrades	OTC Campus Entrance control upgrade	$2,500,000
54	Plainview Road	*Greene*|Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	$10,000,000
184	Republic	*Springfield*|Republic Road Bridge over JRF	New Bridge to connect to Gasconade	$25,000,000
242	Route 125	*MoDOT*|125	Safety Improvements from FR 84 to OTO North Boundary	$5,000,000
241	Route 125/Farm Road 132	*MoDOT*|125/ FR 132	Intersection Improvements	$475,000
173	Route 125/OO	*MoDOT*|N. 125/OO Intersection Improvements	Intersection Improvements	$2,000,000
239	Route 125/YY	*MoDOT*|125/YY	Intersection Improvements	$2,000,000
218	Route 13	*MoDOT*|Highway 13 Connector to 160	Alternate route from US 360 to US 160	$65,000,000
190	Route 14	*MoDOT*|Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	$7,500,000
189	Route 14	*MoDOT*|Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	$3,250,000
141	Route 160	*MoDOT*|Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	$6,000,000
193	Route 160	*MoDOT*|US 160 widening from Jackson to Rte 123	Capacity Improvements	$7,500,000
192	Route 160/Farm Road 123	*MoDOT*|US 160 & FR 123 intersection improvements	Intersection Improvements	$2,000,000

Project No.	Route	*Expected Sponsor*|Project Name	Description	Current Cost
201	Route 174/Boston	*MoDOT*|Intersection Improvements Rte 174/Boston	Intersection Improvements	$1,500,000
238	Route 413	*MoDOT*|MO 413 - JRF to West Bypass	six-lane	$21,000,000
249	Route 60	*MoDOT*|US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	$3,500,000
9	Route 60	*MoDOT*|Rte. 60 Freeway Improvements	Interchange at 189	$20,000,000
124	Route 60	*MoDOT*|James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	$16,000,000
123	Route 60	*MoDOT*|James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	$15,000,000
122	Route 60	*MoDOT*|James River Freeway Capacity Improvements	JRF - I-44 to MO 413	$15,000,000
25	Route 60	*MoDOT*|Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	$3,979,000
42	Route 60/Main/P	*MoDOT*|US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	$3,000,000
164	Route 65	*MoDOT*|US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	$12,500,000
165	Route 65	*MoDOT*|US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	$2,500,000
186	Route 65/Gasconade	*Springfield*|Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	$60,000,000
225	Route AB	*MoDOT*|Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	$1,000,000
159	Route AB/266/B	*MoDOT*|Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	$1,000,000

Project No.	Route	*Expected Sponsor*|Project Name	Description	Current Cost
160	Route AB/266/B	*MoDOT*|Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	$500,000
157	Route AB/266/B	*MoDOT*|Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	$500,000
158	Route AB/266/B	*MoDOT*|Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	$500,000
214	Route B	*MoDOT*|Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	$1,500,000
156	Route CC	*MoDOT*|Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	$29,000,000
207	Route FF	*MoDOT*|Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	$2,500,000
205	Route FF	*MoDOT*|Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	$13,500,000
35	Route FF	*MoDOT*|Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	$2,600,000
208	Route M	*MoDOT*|Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	$20,000,000
232	Route M/Farm Road 101	*MoDOT*|Rte M & FR 101 intersection improvements	Intersection Improvements	$1,250,000
206	Route MM	*MoDOT*|Rte MM intersection improvements at Sawyer	Intersection Improvements	$1,250,000
75	Route NN	*MoDOT*|Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	$642,070
174	Route OO	*MoDOT*|OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	$5,800,000

Project No.	Route	*Expected Sponsor*|Project Name	Description	Current Cost
210	Route P	*MoDOT*|Rte P capacity improvements from Main to Miller	Capacity Improvements	$4,250,000
217	Route P	*MoDOT*|Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	$3,750,000
79	Route W	*MoDOT*|Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	$2,700,000
203	Route ZZ	*MoDOT*|Rte ZZ intersection improvements at FR 174	Intersection Improvements	$1,500,000
82	Selmore	*Ozark*|Selmore Widening	Capacity, Operational and Safety Improvements	$3,810,000
76	Sunset	*Ozark*|Sunset Intersection Improvements	Intersection at Sunset improvements	$1,390,000
170	Washington/Madison	*Strafford*|Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	$750,000
53	Weaver Road	*Greene*|Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	$50,000,000
20	West Bypass	*MoDOT*|West Bypass Intersection Improvements Phase II	Division to James River Freeway	$1,750,000
			Total	**$649,127,070**

Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Trolley service as a supplement to the existing fixed-route service has been discussed for key locations in and around downtown Springfield. The costs for purchasing three trolleys, as well as operating them, has been included. Also listed are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include din Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

101: Unconstrained Transit List – Unfunded Needs

***Expected Sponsor*|Expenses**	**2022-2026**	**2027-2031**	**2032-2037**	**2038-2045**	**Total**
CU Transit|6 Paratransit Buses		$726,000			**$726,000**
CU Transit|10 Fixed Route Electric Buses		$10,000,000			**$10,000,000**
CU Transit|10 Fixed Route Electric Buses			$10,000,000		**$10,000,000**
CU Transit|6 Paratransit Buses			$726,000		**$726,000**
CU Transit|4 Fixed Route Electric Buses				$4,000,000	**$4,000,000**
CU Transit|Trolley Service (3 Trolleys)		$1,500,000			**$1,500,000**
CU Transit|Trolley Service (Operating)		$500,000	$5,000,000	$5,000,000	**$10,500,000**
CU Transit|Electric Infrastructure	$1,800,000	$3,000,000	$2,400,000	$1,200,000	**$8,400,000**
CU Transit|Placemaking Shelters	$50,000	$50,000	$50,000	$50,000	**$200,000**
CU Transit|Route Study Level I Additional Costs	$6,426,105	$6,383,085	$10,359,429	$16,907,203	**$40,075,822**
CU Transit|Route Study Level II Additional Costs	$13,135,181	$11,517,597	$21,643,197	$30,507,247	**$76,803,222**
CU Transit|Route Study Level III Additional Costs	$17,339,590	$17,411,821	$28,248,027	$47,419,979	**$110,419,417**
CU Transit|Route Study Level IV Additional Costs	$19,385,976	$16,909,144	$31,946,087	$44,788,111	**$113,029,317**
CU Transit|Route Study Level V Additional Costs	$49,579,852	$47,097,901	$82,218,339	$127,784,880	**$306,680,972**
CU Transit|Limited Stop Circulator	$626,281	$674,683	$878,796	$1,474,536	**$3,654,297**
Total	**$108,342,985**	**$115,770,231**	**$193,469,876**	**$279,131,956**	**$696,715,048**

Model Results

As the *Destination 2045* planning process commenced, the OTO travel demand model was utilized to determine current and future needs should no investment be made to the transportation network by 2045. The following results highlight the results of the OTO investment plan.

Part III

Are we there yet?

8 Implementation Plan

Major Thoroughfare Plan

The OTO Major Thoroughfare Plan (MTP) provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area. The MTP was first adopted by the OTO Board of Directors in October 2004, with several amendments since then. The MTP has also been extensively reviewed with each long range transportation plan update.

The MTP classifies roadways based on their intended function and shows both existing and future roadways. These future major transportation corridors should serve as a general guide for securing street rights-of-way, though the locations are general in nature and final alignments will depend upon a detailed location study. The classifications shown on the MTP map direct the application of the OTO design standards, found in Appendix 3. Additional considerations should be made regarding the application of the MTP roadway classifications besides potential function, including alignment and corridor preservation, as well as land use and development.

Network Updates

With the adoption of *Transportation Plan 2040*, over 300 changes were made to the major thoroughfare plan. Since then, it has been amended six more times. *Transportation Plan 2040* introduced the concept of rural collectors and also amended the OTO design standards. With *Destination 2045*, OTO is recommending minor changes to address the realignment of MM across US 60 and that associated roadway network. OTO has also added the extension of 4th Street in Battlefield to correspond to projects submitted for consideration on the constrained project list. Two collectors south of west Sunshine have also been removed. These changes can be found in Appendix 6.

Street Typologies

Most modifications and variances to the Major Thoroughfare Plan are the result of incongruencies between proposed functional classifications, and associated design standards, and the physical limitations of the surrounding land use. It has become clear that one-size does not fit all.

Functional street classifications take into account both the design characteristics of the roadway network and the character those roadways are meant to provide. The OTO Major Thoroughfare Plan implements functional class as a hierarchy of roadways that range from high travel mobility (arterials) to high access (local or residential). Street typologies supplement the traditional functional classification

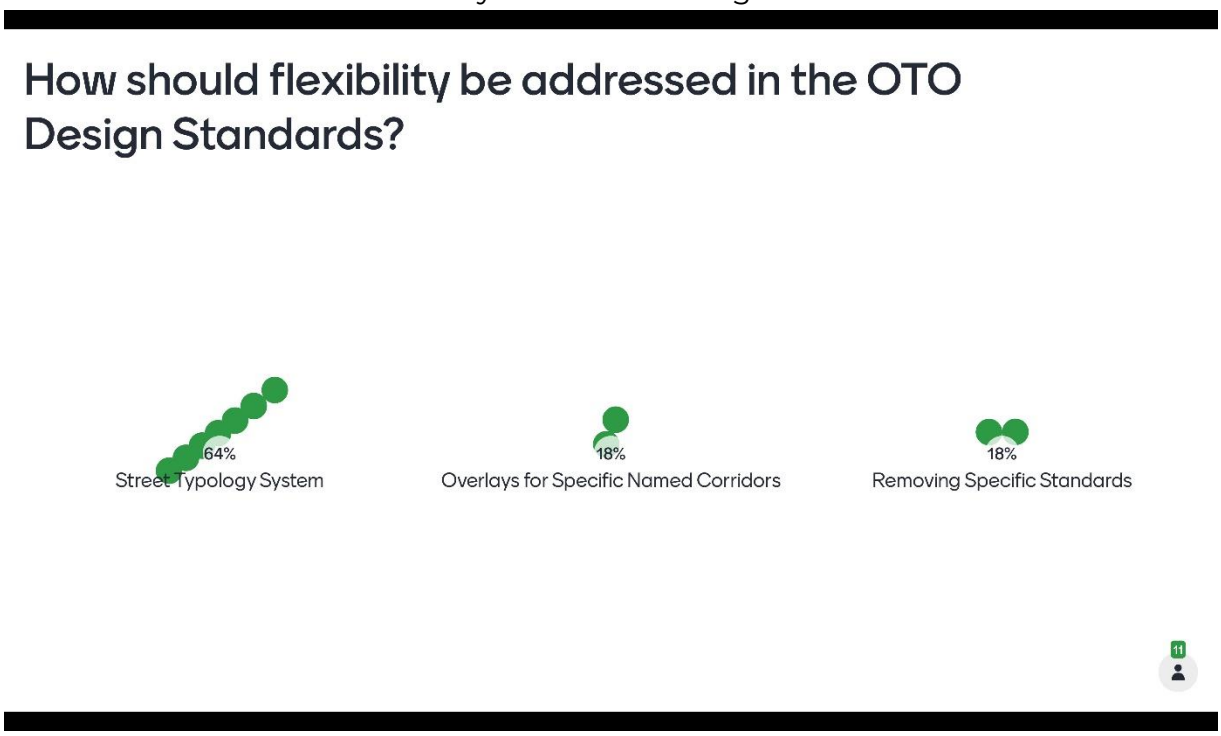
system to better emphasize a more balanced street function, considering land use and all users – pedestrians, cyclists, transit users, and motorists. Where sufficient public right-of-way exists, all design elements may be accommodated. Within constrained public-right-of-way, trade-offs must be balanced and should encourage healthy and active transportation options.

Incorporating into MTP

OTO worked with the *Destination 2045* planning committee to determine how street typologies could be integrated into the OTO Major Thoroughfare Plan.

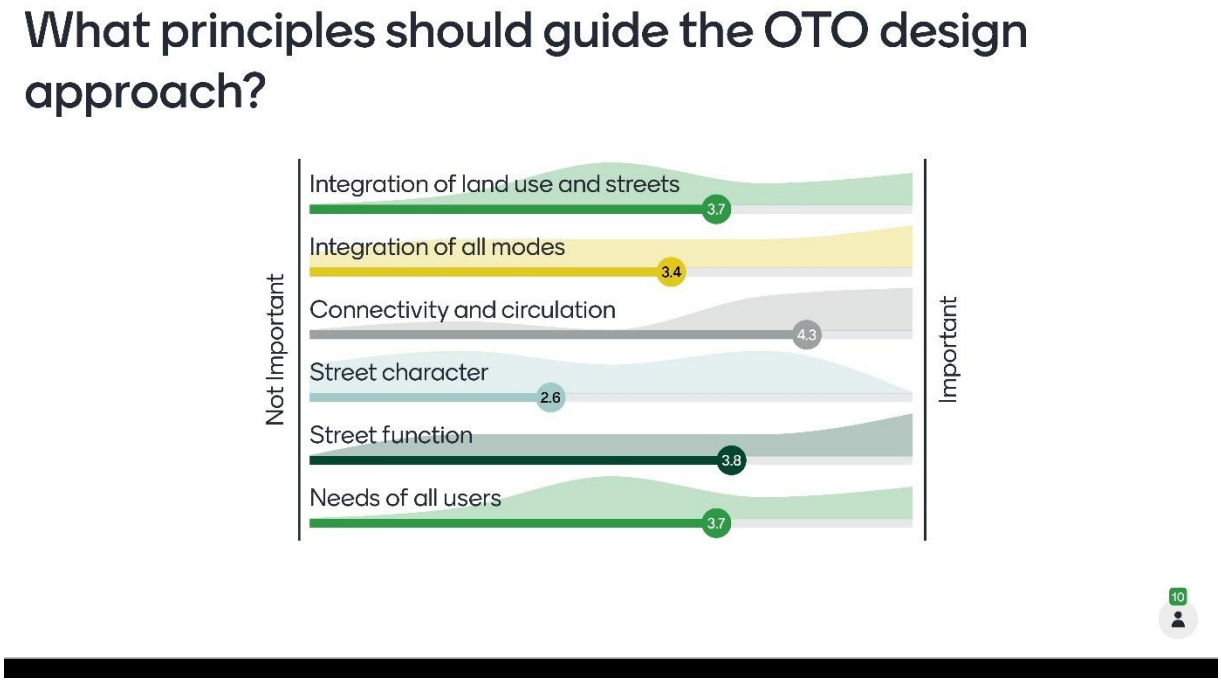
First, the committee was asked to consider how generalized flexibility should be incorporated. There was a definite preference for implementing a street typology system, compared to adjusting specific corridors or limiting the design standards.

105: Flexibility in the OTO Design Standards



Next, the committee was asked which principles should guide the OTO design approach. Connectivity and circulation were identified as most important, followed by street function, and then a tie between integration of land use and streets and needs of all users. Street character ranked lowest, but was still slightly weighted toward important.

106: Principles for the OTO Design Standards



OTO also separately asked how each community implements the OTO Major Thoroughfare Plan and Design Standards. Just over 60 percent responded that they serve as guidance for how to functionally classify streets, but the community uses their own design standards. A quarter stated that the MTP serves as the Major Street Plan and is directly implemented through code. Just over 10 percent stated that they are useful to enforce some things but not everything. No one said they do not use them at all.

Next Steps

Implementation of street typologies is a recommendation in the City of Springfield *Forward SGF* Comprehensive Plan, which will be finalized in later 2021. Coupled with place types, these concepts will introduce another tool for assessing the transportation and land use connection.

Destination 2045 will carry forward the functional classification and proposed road system of the OTO Major Thoroughfare Plan with some amendments as described. It is recommended that OTO work with the region to apply the street typology recommendations to the OTO Major Thoroughfare Plan, providing flexibility and limiting the need for future variances and amendments. It is recognized that multiple OTO members use the OTO Major Thoroughfare Plan as their Major Street Plan. It will be important to maintain this use of the MTP as well.

Bicycle/Pedestrian/Trail Facilities

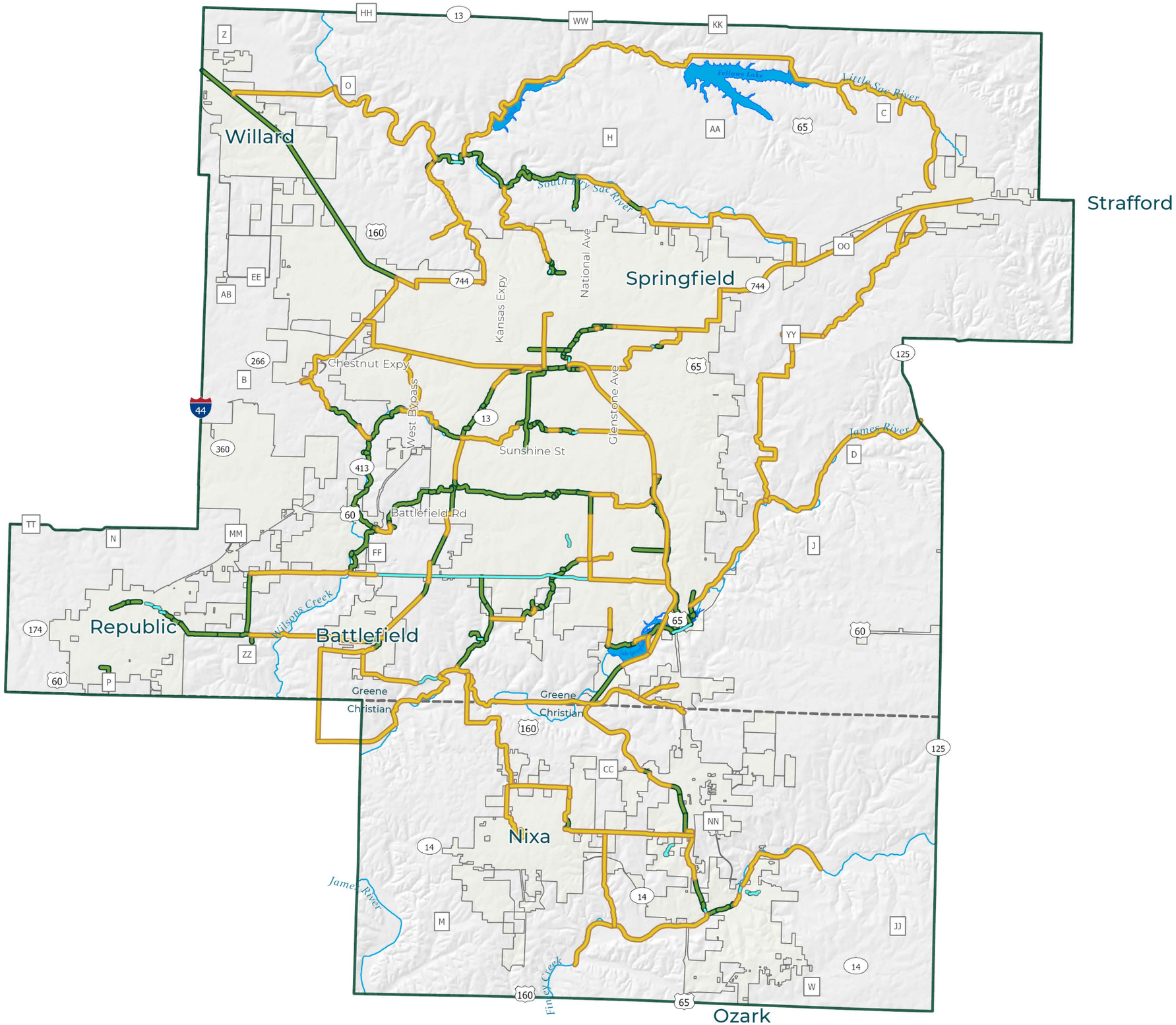
The Bicycle and Pedestrian map shows those facilities which currently exist, and facilities proposed in prior planning efforts. The map is comprehensive, but it is not meant to be the sole source of the region's priorities. Instead, it is meant to be a current representation of the projects and policies in the Plan. Also, while the map shows existing trails, a separate map has been provided showing the trails considered through the Regional Bicycle Pedestrian Trail Investment Study.

This map was first produced with the Comprehensive OTO Area Bicycle-Pedestrian Plan. That version of the map illustrated the trails from Vision 20/20, the on-street connections between communities and trails, connections to the interior city systems, and can be characterized as primarily a bicycle-oriented map. *Journey 2035* incorporated the bicycle-pedestrian plan and its map included both bicycle and pedestrian improvements, emphasizing the connection between modes. Introduced in Journey 2035 was the Priority Sidewalk Corridor. This concept highlights corridors in need of continuous sidewalk along both sides of the street. The Link was also new to the prior plan. The Link is an enhanced corridor that connects trails across town. *Transportation Plan 2040* further refined alignments and proposed routes.

It is OTO's goal that through implementation of complete streets, OTO's design standards, and the trail implementation plan, *Towards a Regional Trail System*, construction of future facilities will rely less on a map and more on the needs of the system and users. Bicycle and pedestrian needs should be considered along all corridors and with every project. The OTO should continue to focus on connecting communities with trail and completing trail gaps, so they can support transportation-related usage.

OTO Official Trail Map

Through the planning process for the implementation plan, *Towards a Regional Trail System*, OTO identified priority trails and gaps throughout the system. This has led to the creation of the OTO Official Trail Map. See Figure 110 for the Official Trail Map. This map should serve as a guide to acquire right-of-way, construct new trail and connectors, and bring existing connectors up to the current trail standard.



Destination 2045

OTO Trail Plan

Trail Status

- Connector
- Existing Trails & Greenways
- Trail Gaps

0 1.25 2.5 5
Miles

TAB 5

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.D.

OTO Discretionary Funding

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO receives funding through two programs that are made available to members through a discretionary application process – Transportation Alternatives Program and Carbon Reduction Program funds. TAP was significantly increased due to the Bipartisan Infrastructure Law and CRP was a new suballocated program in BIL. These changes provided the OTO region with a substantial balance for FY 2022, as well as significant additional funds available through FY 2026. OTO has provided several opportunities for members to access this funding, taking steps to obligate available funds:

- Request for Expression of Interest (Closed Fall 2022)
- OTO/MoDOT Sidewalk Cost Share (Open Application Process)
- Electric Vehicle Chargers (Closed June 1, 2023)
- Bicycle and Pedestrian Infrastructure (Closed June 1, 2023)

Summary of Available Funds

9/30/2022 TAP Balance	$6,048,359.45
9/30/2022 CRP Balance	$867,832.89
FY 2023-2026 TAP Allocation	$6,242,983.18
FY 2023-2026 CRP Allocation	$3,619,045.92
FY 2023 TAP Obligations	($3,246,691.29)
FY 2023-2025 Programmed TAP	($2,559,037.77)
TOTAL Available	**$10,972,492.38**
Awarded REI (Request for Expressions of Interest)	($1,387,360.00)
Awarded Sidewalk Cost Share (as of 7/13/2023)	($672,842.00)
Sidewalk Cost Share Recommended this Agenda	($240,320.00)
EV Chargers Recommended this Agenda	($514,721.00)
TAP/CRP Awards this Agenda	($6,083,247.00)
Remaining TAP/CRP Funds through FY 2026	$2,074,002.38

Recommended Discretionary Awards

OTO/MoDOT Sidewalk Cost Share
At its meeting on June 13, 2023, the Bicycle and Pedestrian Advisory Committee recommended the Technical Planning Committee and the Board of Directors approve a sidewalk cost share between MoDOT and the City of Strafford. This would provide sidewalks along Route OO from Washington to Route 125 as part of MoDOT's intersection improvements in that same location.

MoDOT Share:	$300,400
OTO (TAP) Share:	$240,320
Strafford Share:	$ 60,080
Total Project Cost:	$600,800

Electric Vehicle Chargers
OTO made $750,000 in Carbon Reduction Program funding available to its members for electric vehicle chargers and associated improvements. In total, 5 agencies applied, requesting $514,721 in federal funds to provide 42 ports throughout the region.

Christian County – 4 ports at 1 location
Greene County – 4 ports at 1 location
Missouri State University – 6 ports each at 2 locations
City of Nixa – 4 ports each at 3 locations
Springfield-Branson National Airport – 6 ports at 1 location and 4 ports at another

Bicycle and Pedestrian Infrastructure
Fifteen applications were received and fell within the amount of available funding. Five applications received a full award, five were awarded PE with construction contingent upon reasonable progress compliance, and five others were awarded with various conditions as outlined in the attached summary. All projects have been incorporated into the draft FY 2024-2027 Transportation Improvement Program, with conditional awards outlined as relevant.

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:
At its meeting on June 13, 2023, BPAC reviewed and recommended the Cost Share and Bike/Ped Infrastructure applications as described in this agenda item.

Staff reviewed the Electric Vehicle Charger Applications, and upon discussion with the Executive Committee at its meeting on June 14, 2023, recommends approval of the applications as submitted, with the understanding that each scope is subject to further eligibility guidance as provided for the Carbon Reduction Program.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on June 21, 2023, the Technical Planning Committee recommended the Board of Directors approve the OTO discretionary funding applications as presented.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move approve the OTO discretionary funding applications as presented."

OR

"Move to approve the OTO discretionary funding applications with these changes…"

	Jurisdiction	Strafford 2
Informational	Project Title	Route OO, Washington to 125
	Eligible Project Type	Lettered State Routes
	Eligible Road	Yes
	Roadway	Rout OO
	From	Washington
	To	Route 125
	Description	1,450 feet of sidewalk on north side of OO
	Existing MoDOT Project	8S3238, 2024
	Total Cost	$600,800
	TAP/CRP Share	$240,320
	MoDOT Share	$300,400
	Local Share	$60,080
Scoring	TAP/CRP Match Percentage	20.00
	Match Points	0
	Budget Source	Other
	Budget Points	0
	Fits within Existing MoDOT ROW	No
	ROW Points	0
	Buffer between Curb and Sidewalk	Yes
	Curb Points	1
	Alignment Source	Engineer's Estimate
	Alignment Points	1
	Sidewalk Network	Fills Existing Gap
	Network Points	2
	Meets Need	Other
	Need Points	0
	School Route	Within 1/2 mile
	School Points	1
	Community Support	Other
	Support Points	0
	Community Facilities	Connects Vulnerable Population Facilities
	Facilities Points	2
	Shopping and Essential Services	Connections to Pedestrian Major Generators
	Services Points	2
	TOTAL POINTS	**9**

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: City of Strafford

Point of Contact: Martha Smartt, City Administrator

Phone: 417-736-2154

Email: ca@straffordmo.net

State System and Project Information

Which MoDOT Road will this project occur along? Route OO

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

☐ MO 125: Intersection improvements at various locations from 0.2 mile north of Evergreen Street to 0.1 mile west of Washington Avenue in Strafford (8S3238, 2024)

Funding Request

Expected Total Project Cost: $ 600,800

Expected OTO Cost Share Funding Request: $540,720

Expected Local Match Percentage: 10 %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	$19,220	$76,880	$96,100		$192,200
ROW	$7,000	$28,000	$35,000		$70,000
Construction	$33,860	$135,440	$169,300		$338,600
Totals	$60,080	$240,320	$300,400		$600,800

Please list other funding sources included in project budget: Click or tap here to enter text.

Source of Budget Information: ☒ Program Estimate ☐ Engineer's Estimate *(w/quantities)*
Please include copies of estimates used in this application

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Sidewalk(s): 1,450

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	1,450	☒ N ☐ S ☐ E ☐ W	☒ Y ☐ N	6	4
Segment #2		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		
Segment #3		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		
Segment #4		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		
Segment #5		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		

**Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.*

Source of Alignment Information: ☐ Program Estimate ☒ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

The City of Strafford is requesting funds to cost share the construct of approximately 1,450 lineal feet of ADA compliant sidewalks along the north side of Hwy OO, from Hwy 125 to Washington Avenue in conjunction with the MODOT Hwy 125 and OO Improvement Project. Currently, approximately 1,000 feet of the project does not have sidewalks. The portion that does have existing sidewalks along Hwy OO are in very poor condition and do not meet ADA requirements. This project is part of the City's long-term goal to provide sidewalks throughout the City to encourage walking and safety. This project will provide a much needed ADA compliant pedestrian facility for the many residents in this area. Specifically,

this project will connect sidewalks to the downtown district where new sidewalks have already been constructed by the city. In addition, this project will directly connect to the new sidewalks to be installed as part of MoDOT's "Missouri Route 125 Intersection Improvements," scheduled for construction in 2024. See attached MoDOT Fact Sheet and Project Map.

Please describe how this project meets a known community need, especially a safety need.
Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

The goal of this project is to not only encourage walking and safety between numerous activity centers, neighborhoods, and businesses in the area, but also to provide safe passage for numerous pedestrians, senior citizens, and school age children specifically, which can be seen walking daily along Route OO. This future sidewalk improvement will provide safer access for citizens who live in the midtown and Strafford's south side and who cross the railroad corridor along Highway OO/Route 66 to walk to the grocery store and Dollar General located on E. Old Route 66.

Please discuss if this project will create safer routes to school. Include distance to nearest school.

This project may create a safer route for school children walking to school. Strafford Elementary, Middle, and High School are located a couple of blocks to the north of the proposed project.

Please describe the level of community support for this project.
Feel free to attach relevant public comments or community plans/surveys.

There is significant community support for this project as there are local citizens who do not drive an automobile and must to obtain some of their daily needs by navigating on foot. Local businesses also support the project to increase pedestrian traffic in this area.

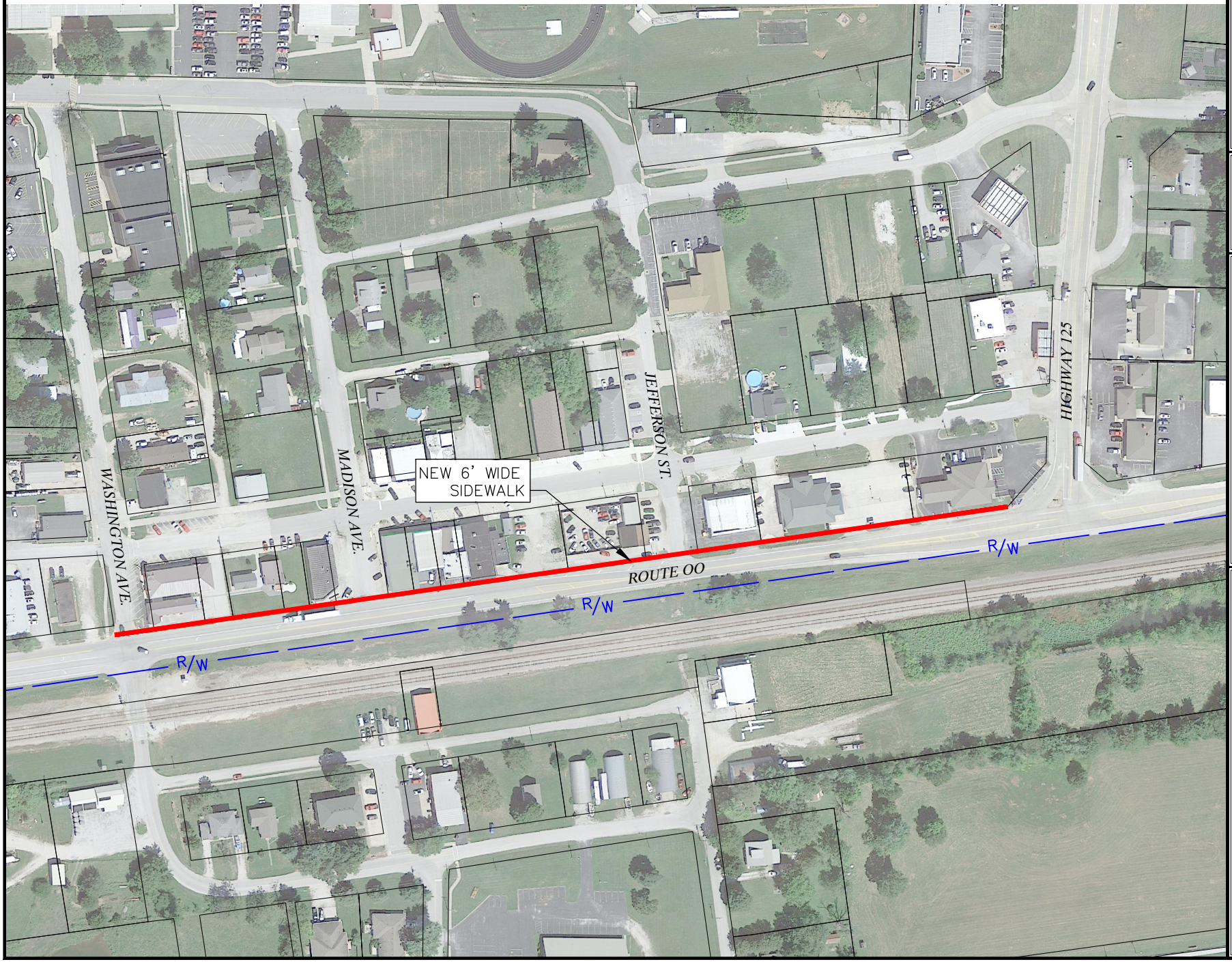
Please describe how this project will create connections to community facilities or social service agencies.

The proposed sidewalk will provide additional routes to the Strafford School District, City Hall, and the U.S. Post Office.

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

Numerous businesses in the downtown district will have better connections for the sidewalk system throughout the city. Citizens who do not drive and must navigate on foot for daily needs will benefit from a safe connection throughout the business district, specifically to various business centers and retail establishments, including the two local banks, the grocery store, and Dollar General store.

HIGHWAY 00 SIDEWALK DETAILS



2804 North Biagio Street
Ozark, Missouri 65721
417-595-4108 (tel.)
417-595-4109 (fax)
mail@cochraneng.com
COCHRAN
Civil Engineering
Land Surveying
Architecture
Site Development
General Consulting
Master Planning

Three working days prior to the start of any excavation, the site contractor shall call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of construction proposed by these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

WASHINGTON AVE. - HWY 125
ROUTE OO
STRAFFORD, MISSOURI

CONCEPTUAL PLAN

DATE:	REVISION:	DWN. BY:	APPD. BY:

DWN. BY: TES
APPD. BY:
DATE: MAR. 30, 2023
SCALE: NO SCALE
PROJ. NO: SW19-246
DWG. NO: EX. 1

DWG NAME: W:\SW-Projects\SW20-246 - City of Strafford (20-8031) - General Consulting\OTO\Washington to 125 Sidewalk\Sidewalk Exhibits.dwg LAYOUT TAB: aerial PLOTTED ON: Mar 30, 2023 - 10:48am PLOTTED BY: tschowe

HIGHWAY 00 SIDEWALK DETAILS

PROJECT DESCRIPTION:

ADDING NEW SIDEWALK AND REPLACING EXISTING SIDEWALK ON THE NORTH SIDE OF HIGHWAY 00 FROM HIGHWAY 125 WEST TO WASHINGTON AVENUE, APPROXIMATELY 1,450 L.F.

OCHRAN
2804 North Biagio Street
Ozark, Missouri 65721
417-595-4108 (tel.)
417-595-4109 (fax)
mail@ocohranengs.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning

Three working days prior to the start of any excavation on this site, contractor shall call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of construction needed by these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

WASHINGTON AVE. - HWY 125
ROUTE OO
STRAFFORD, MISSOURI

DATE:	REVISION:	DWN. BY:	APPD. BY:

DWN. BY: TES
APPD. BY:
DATE: MAR. 30, 2023
SCALE: NO SCALE
PROJ. NO: SW19-246
DWG. NO: EX. 2

STREET VIEW

DWG NAME: W:\SW-Projects\SW20-246 - City of Strafford (20-8031) - General Consulting\OTO\Washington to 125 Sidewalk\Sidewalk Exhibits.dwg LAYOUT TAB: street PLOTTED ON: Mar 30, 2023 - 10:51am PLOTTED BY: tschowe

J8S3238 - Route OO Sidewalk Addition - Estimate
Washington to MO125N (1450 FT)

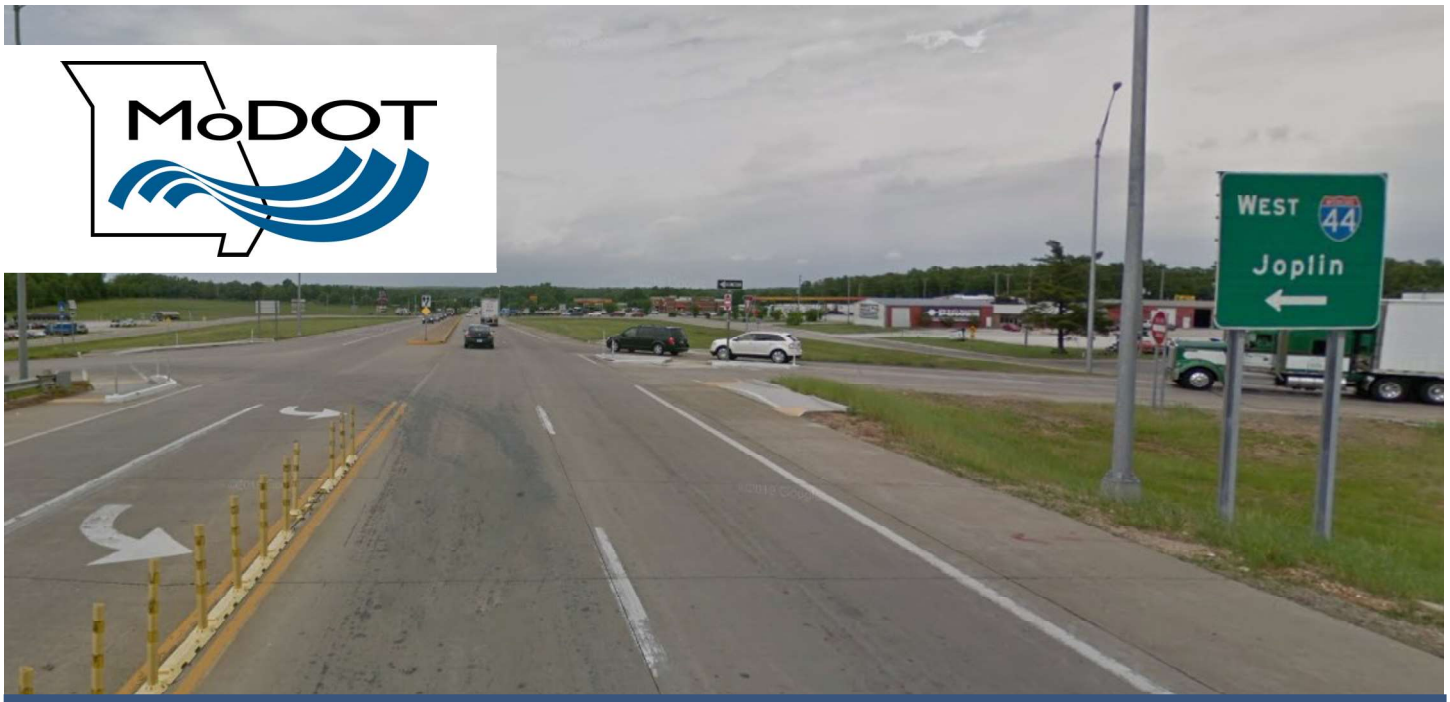
Category	Item	Unit	BidTabs Avg Price	J8S3238	
				Qty.	Extension
2022010	Removal of Improvements	LS	$10,000.00	1	$10,000
2063000	Class 3 Excavation	CY	$15.81	298	$4,711
6081010	Concrete Curb Ramp	SY	$159.76	72	$11,503
6081012	Truncated Domes	SF	$37.99	216	$8,206
6083008	8 IN. Concrete Median Strip	SY	$83.00	2	$166
6085008	Paved Approach, 8 IN.	SY	$88.55	224	$19,835
6086004	Concrete Sidewalk, 4 IN.	SY	$85.00	538	$45,730
6086008	Concrete Sidewalk, 8 IN.	SY	$92.35	84	$7,757
6091011	Concrete Curb (Over 6 IN. Height) Type S	LF	$97.33	435	$42,339
6091052	Curb and Gutter Type B	LF	$39.32	834	$32,793
6099903	MISC., Swale Gutter (3 FT.)	LF	$50.00	124	$6,200
6143013	Manhole Frame and Cover, Type 3	EA	$589.05	12	$7,069
7311053	Precast Concrete Drop Inlet 5 FT x 3 FT	FT	$1,087.31	60	$65,239
7261018	18 IN. Pipe Group A	LF	$66.17	64	$4,235
7261024	24 IN. Pipe Group A	LF	$86.46	560	$48,418
7320624A	24 IN. Flared End Section	EA	$853.00	1	$853
				Construction Total:	**$315,053**

R/W	Item	Unit	Price	Qty.	Extension
	Right-of-way	AC	-	0.274	
	Temporary Construction Entrance	AC	-	0.072	
	Number of Parcels Impacted	EA	-	9	
	Total R/W Cost		-	$70,000	**$70,000**

UTILITIES	Item	Unit	Price	Qty.	Extension
	Utility	LS	-	1	**$23,600**

ENGINEERING & COORDINATION	Item	Unit	Price	Qty.	Extension
	P.E.		-		**$110,300**
	C.E.		-		**$81,900**

Total Project Cost:	**$600,000**



MISSOURI ROUTE 125 INTERSECTION IMPROVEMENTS IN STRAFFORD

PROJECT FACTS

MoDOT is seeking public input on six proposed Missouri Route 125 improvement concepts that are being evaluated to reduce traffic delays and increase safety at various intersections in Strafford.

Route 125 intersections being evaluated are:

- I-44
- North Outer Road (Evergreen St)
- Route 125 between Chestnut Street and Washington Avenue

CONSTRUCTION

- Construction of the first phase of these improvements is scheduled to begin in 2024 with potential future projects being developed from the remaining prioritized concepts.
- Estimated Total Cost: $2,140,000

For more information, contact the MoDOT Southwest District at:
417.895.7600 tel | swcr@modot.mo.gov | www.modot.org/southwest

MoDOT.Southwest MoDOT_Southwest @MoDOT_Southwest

LEGEND
RAISED MEDIAN
PAVEMENT
NEW R/W
SIDEWALK/CONCRETE APRON
EXISTING R/W
PROPERTY LINE
CURB & GUTTER
N
125
E. EVERGREEN ST.
E. EVERGREEN ST.
I-44 WB ONRAMP
INTERSTATE
44
I-44 WB OFFRAMP
I-44 EB OFFRAMP
I-44 EB ONRAMP
STRAFFORD HIGH SCHOOL
W McCabe St
Chestnut St
STRAFFORD UNITED METHODIST CHURCH
STRAFFORD RV PARK
S Madison Ave
Jefferson St
Washington Ave
STRAFFORD POLICE DEPARTMENT
FAT CAT PIZZA
O'BANNON BANK
CENTRAL BANK
E Pine St
US POSTAL SERVICE
00
Commercial St
E Olive St
Jefferson St

EV Award Summary

Recommending all for Award
Final scope to be determined through MoDOT LPA process to ensure eligibilities

$514,721 Federal Request

$150,072 match

$664,793 All Project Costs

Christian County

Install two 2-port charging stations, including construction of parking area and access to the greater road network. Also includes accommodation for stormwater impact, site lighting, landscaping, and connectivity to sidewalks.

Federal Share: $33,780
Local Share: $25,803
Total Project Cost: $59,583

Greene County

Install 4 ports in the parking lot directly west of the Greene County Courthouse.

Federal Share: $51,840
Local Share: $12,960
Total Project Cost: $64,800

Missouri State University

Install 6 chargers for a total of 12 ports at the following locations:

- Bear Park North – 4 ports via two stations
- Bear Park South – 4 ports via two stations
- Welcome Center – 4 ports via two stations

Federal Share: $84,008
Local Share: $25,036
Total Project Cost: $109,044

City of Nixa

Install 6 chargers for a total of 12 ports at the following locations:

- Nixa City Hall – 4 ports via two stations
- Nixa Community Center – 4 ports via two stations
- Downtown Nixa – 4 ports via two stations

Federal Share: $105,093
Local Share: $26,273
Total Project Cost: $131,366

Springfield-Branson National Airport

Installation of 10 stations with 6 ports in short-term parking and 4 ports in the General Aviation Terminal parking lot. Will install additional chargers if under budget.

Federal Share: $240,000
Local Share: $60,000
Total Project Cost: $300,000

BPAC Award Summary

- 5 full project awards
- 5 PE-Only awards with construction contingent upon reasonable progress compliance
- 5 additional awards with varying contingencies, including reasonable progress compliance and eligibility confirmation
- Once all awarded - $4,052,118 Awarded in TAP and $2,031,129 Awarded in CRP

Full Awards

EN2402 – Lost Hill Greenway Bridge

- Construction of new bridge to replace low-water crossing for the Fulbright Greenway in Lost Hill Park
- Full Award of TAP for PE of $10,400 and Construction of $107,000
- Total Project Cost of $150,000

EN2404 – Chadwick Flyer Trailhead

- Restroom facilities at OC Chadwick Flyer Trailhead
- Full Award of TAP for PE of $8,257 and Construction of $88,000
- Total Project Cost of $120,321

EN2405 – Chadwick Flyer Phase V

- Construct trail along N. 20th Street in Ozark from Biagio to Biagio
- Full Award of CRP for PE of $44,540 and Construction of $534,260
- Total Project Cost of $723,500

EN2410 – Jordan Creek Trail Through Smith Park

- Construct multi-use path through Smith Park to Division Street and crosswalk improvements at Division and Weller
- Full Construction Award of TAP with PE of $15,032 and Construction of $100,210
- Total Project Cost of $144,053

RP1704 – Route MM Road Relocation, Railroad Grade Separation, and Corridor Scoping

- Add MM pedestrian underpass to project managed by MoDOT
- Full Award of $241,488 in CRP funding for Construction

PE-Only Awards

EN2401 – Trail of Tears Connector

- Trail through Trail of Tears Park to Cloverdale and sidewalk on 4th/Elm from Cloverdale to Farm Road 131
- PE-Only Award of $38,133 in TAP
- Construction Award of $284,718 in TAP conditional upon PE meeting Reasonable Progress
- Total Project Cost of $403,564

EN2403 – Cheyenne Road Multi-Use Path

- Construction of multi-use path along Cheyenne from Summit Elementary to North and along North from Cheyenne to Cheyenne Valley Road
- PE-Only Award of $102,057 in TAP
- Construction Award of $150,533 in TAP conditional upon PE meeting Reasonable Progress
- Total Project Cost of $880,238

EN2411 – Sherman Parkway Link

- Construct the Link as pedestrian and bike path along Sherman Parkway from Jordan Valley Park to Chestnut Expressway
- PE-Only Award of $61,295 in CRP
- Construction Award of $408,635 in CRP conditional upon Reasonable Progress Compliance
- Total Project Cost of $587,413

EN2412 – Mount Vernon and Miller Sidewalks

- Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield
- PE-Only Award of $130,385 in TAP
- Construction Award of $869,236 in TAP conditional upon Reasonable Progress Compliance
- Total Project Cost of $1,249,526

EN2413 – South Creek Greenway from Fremont to Glenstone

- Construct pedestrian pathway along Sunset from Fremont to Glenstone
- PE-Only Award of $96,641 in CRP
- Construction Award of $644,270 in CRP conditional upon Reasonable Progress compliance
- Total Project Cost of $926,139

Other Considerations

EN2010 – Shuyler Creek Trail

- $1,078,749 in additional TAP Awarded for Construction
- Conditional pending reasonable progress compliance
- Total Project Cost of $2,654,771

EN2406 – Ozark Downtown Pedestrian Improvements

- Construct and rehabilitate sidewalks in downtown Ozark along 2nd and Robertson
- Construction-Only Award of TAP for $266,165 pending reasonable progress compliance
- Total Project Cost of $362,412

Finley River Trail Extension

- Construct trail under Jackson, from the Finley River to 9th Street and from Jackson to Finley Farms
- Construction-Only Award of CRP for $193,684 conditional upon Reasonable Progress Compliance
- Total Project Cost of $242,105

EN2408 – Garrison Springs Trailhead

- Trailhead with parking for the Garrison Springs Trail
- Construction-Only Award estimated at $48,000 (pending budget revision) in TAP conditional upon Reasonable Progress compliance
- Total Project Cost estimated at $70,321

EN2409 – Kali Springs Trail

- Construct trail through Kali Springs
- Confirming eligibility
- PE-Only Award of TAP for $14,963
- Construction Award of $113,290 in TAP
- Total Project Cost of $160,316

TAB 6

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.E.

Draft FY 2024-2028 Statewide Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2024-2028 STIP was adopted at the July 12, 2023 Missouri Highways and Transportation Commission meeting. Included for member information is the 2024-2028 Scoping and Design Projects and the 2024-2028 Highway and Bridge Construction Schedule. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP.

The projects listed in the STIP for the OTO area (SW Urban) are incorporated into the draft OTO 2024-2027 Transportation Improvement Program.

The entire adopted STIP can be viewed on MoDOT's website:
https://www.modot.org/statewide-transportation-improvement-program-stip

In addition to resurfacing and bridge repair and maintenance activities, the following projects resulting from the OTO STIP Prioritization Process are included:

- MO14 widening from 6th to 14th
- CC Widening from US65 to Fremont in Ozark
- CC/22nd Intersection Improvements in Ozark
- Roundabout at Main and CC in Nixa
- 65/CC/J Ramp Improvements
- 125 Roundabout/Intersection Improvements in Strafford
- 13/44 interchange Improvements- Phase I
- 13 (Kansas) widening from Grand to Sunshine
- Roundabouts at 266/AB and 266/B
- I-44- Six lanes and pavement rebuild from US65 to 13
- ITS on Chestnut
- US60 Improvements from 65 to NN/J
- US 60 Improvements from James River Freeway to CR 103
- J turn at 65/Bluegrass Road
- MM- Relocation and RR Bridge
- MM- Add lanes from I-44 to James River Freeway
- I-44/MM Signals at Ramps
- ADA/Safety Improvements to Glenstone, Sunshine, Kearney, and Chestnut
- Various Signal Replacements

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on June 21, 2023, the Technical Planning Committee endorsed the FY 2024-2028 Statewide Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make a motion endorsing the FY 2024-2028 Statewide Transportation Improvement Program.

2024 – 2028 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP period.

After needs have been identified and prioritized, the higher priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT departments. The core team investigates the problem or concern. The core team develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4.) Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework process of identifying and prioritizing needs, to developing solutions, to prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5, or if additional funding becomes available.

Projects in Section 3 shaded in gray represent projects which could be removed with the repeal of SB262, or because the project bids exceeded the program estimate. Both possible actions are to help ensure the STIP's fiscal constraint.

2024 - 2028 Scoping and Design Projects

									STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
									Prior	7/2023	7/2024
									Prog	6/2024	6/2028
County:	**CHRISTIAN**	**Scoping for roadway improvements on South Street from 14th Avenue to Rte. W in Ozark.**									
Route:	**MO 14**	Adv. CN	**200**	State :	**50**	Local :	**0**		**293**	**50**	**200**
Job No.:	**8P0583**			Anticipated Federal Funds : **AC-STBG**			Future Cost : **10,001 - 15,000**				
County:	**CHRISTIAN**	**Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.**									
Route:	**MO 14**	Federal	**24**	State :	**6**	Local :	**0**		**1,183**	**10**	**20**
Job No.:	**8P0588**			Anticipated Federal Funds : **STBG**			Future Cost : **25,001 - 50,000**				
County:	**CHRISTIAN**	**Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.**									
Route:	**MO 14**	Adv. CN	**24**	State :	**6**	Local :	**0**		**20**	**10**	**20**
Job No.:	**8P3249**			Anticipated Federal Funds : **AC-STBG**			Future Cost : **2,001 - 5,000**				
County:	**CHRISTIAN**	**Scoping for capacity and safety improvements from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN and on Rte. NN from Rte. J to Pheasant Road in Ozark.**									
Route:	**RT CC**	Federal	**24**	State :	**6**	Local :	**0**		**124**	**10**	**20**
Job No.:	**8S0736**			Anticipated Federal Funds : **STBG**			Future Cost : **25,001 - 50,000**				
County:	**CHRISTIAN**	**Scoping for capital improvements from Rte. 160 to Main Street in Nixa.**									
Route:	**RT CC**	Adv. CN	**24**	State :	**6**	Local :	**0**		**20**	**10**	**20**
Job No.:	**8S0736G**			Anticipated Federal Funds : **AC-STBG**			Future Cost : **5,001 - 10,000**				
County:	**GREENE**	**Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.**									
Route:	**IS 44**	Federal	**360**	State :	**40**	Local :	**0**		**490**	**100**	**300**
Job No.:	**8I3044**			Anticipated Federal Funds : **NHPP**			Future Cost : **> 100,000**				
County:	**GREENE**	**Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.**									
Route:	**IS 44**	Federal	**9**	State :	**1**	Local :	**0**		**81**	**2**	**8**
Job No.:	**8I3134**			Anticipated Federal Funds : **SAFETY**			Future Cost : **2,001 - 5,000**				
County:	**GREENE**	**Scoping for bridge improvement over I-44 in Strafford. Project involves bridge A5400.**									
Route:	**MO 125**	Federal	**24**	State :	**6**	Local :	**0**		**0**	**10**	**20**
Job No.:	**SU0174**			Anticipated Federal Funds : **NHPP**			Future Cost : **1,001 - 2,000**				

2024 - 2028 Scoping and Design Projects

								STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
								Prior	7/2023	7/2024
								Prog	6/2024	6/2028
County:	**GREENE**	**Scoping for capital improvements on Kansas Expressway from Grand Street to Rte. 60 (James River Freeway) in Springfield.**								
Route:	**MO 13**	Federal	**600**	State :	**150**	Local :	**0**	**250**	**150**	**600**
Job No.:	**8S3195**			Anticipated Federal Funds : **NHPP**			Future Cost : **25,001 - 50,000**			
County:	**GREENE**	**Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Grand Street.**								
Route:	**MO 13**	Federal	**200**	State :	**50**	Local :	**0**	**250**	**50**	**200**
Job No.:	**8S3253**			Anticipated Federal Funds : **NHPP**			Future Cost : **10,001 - 15,000**			
County:	**GREENE**	**Scoping for roadway improvements on Kansas Expressway from Radio Lane to I-44.**								
Route:	**MO 13**	Federal	**200**	State :	**50**	Local :	**0**	**100**	**50**	**200**
Job No.:	**8P3252**			Anticipated Federal Funds : **NHPP**			Future Cost : **15,001 - 25,000**			
County:	**GREENE**	**Scoping for safety improvements from 0.3 mile north of Richland Road to Radio Lane in Springfield.**								
Route:	**MO 13**	Federal	**99**	State :	**11**	Local :	**0**	**50**	**50**	**60**
Job No.:	**SU0125**			Anticipated Federal Funds : **SAFETY**			Future Cost : **2,001 - 5,000**			
County:	**GREENE**	**Scoping for roadway and operational improvements on West Sunshine Street from Rte. 360 (James River Freeway) in Springfield to Rte. P (Main Street) in Republic.**								
Route:	**MO 413**	Federal	**120**	State :	**30**	Local :	**0**	**402**	**50**	**100**
Job No.:	**8S3159**			Anticipated Federal Funds : **NHPP**			Future Cost : **50,001 - 75,000**			
County:	**GREENE**	**Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B and on Rte. B from Rte. 266 to I-44 near Republic.**								
Route:	**RT AB**	Adv. CN	**24**	State :	**6**	Local :	**0**	**20**	**10**	**20**
Job No.:	**8S3250**			Anticipated Federal Funds : **AC-STBG**			Future Cost : **2,001 - 5,000**			
County:	**GREENE**	**Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.**								
Route:	**RT D**	Federal	**120**	State :	**30**	Local :	**0**	**0**	**30**	**120**
Job No.:	**SU0167**			Anticipated Federal Funds : **NHPP**			Future Cost : **5,001 - 10,000**			
County:	**GREENE**	**Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.**								
Route:	**RT FF**	Adv. CN	**200**	State :	**50**	Local :	**0**	**100**	**50**	**200**
Job No.:	**SU0004**			Anticipated Federal Funds : **AC-STBG**			Future Cost : **5,001 - 10,000**			

2024 - 2028 Scoping and Design Projects

									STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
									Prior	7/2023	7/2024
									Prog	6/2024	6/2028
County:	**GREENE**	**Scoping for intersection improvements at Weaver Road in Battlefield.**									
Route:	**RT FF**	Federal	**120**	State :	**30**	Local :	**0**		**0**	**100**	**50**
Job No.:	**SU0189**			Anticipated Federal Funds : **STBG**				Future Cost : **2,001 - 5,000**			
County:	**GREENE**	**Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.**									
Route:	**RT MM**	Adv. CN	**480**	State :	**120**	Local :	**0**		**3,647**	**200**	**400**
Job No.:	**8S0836**			Anticipated Federal Funds : **AC-STBG**				Future Cost : **50,001 - 75,000**			
County:	**GREENE**	**Scoping for roadway improvements from Rte. 360 to County Road 160 in Republic.**									
Route:	**RT MM**	Federal	**320**	State :	**80**	Local :	**0**		**100**	**100**	**300**
Job No.:	**8S0836E**			Anticipated Federal Funds : **STBG**				Future Cost : **15,001 - 25,000**			
County:	**GREENE**	**Scoping for interchange and ramp improvements at I-44 near Republic.**									
Route:	**RT MM**	Federal	**80**	State :	**20**	Local :	**0**		**500**	**20**	**80**
Job No.:	**SU0043**			Anticipated Federal Funds : **STBG**				Future Cost : **5,001 - 10,000**			
County:	**GREENE**	**Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.**									
Route:	**RT ZZ**	Adv. CN	**80**	State :	**20**	Local :	**0**		**40**	**20**	**80**
Job No.:	**8S0836C**			Anticipated Federal Funds : **AC-STBG**				Future Cost : **25,001 - 50,000**			
County:	**GREENE**	**Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.**									
Route:	**US 160**	Federal	**8**	State :	**2**	Local :	**0**		**14**	**2**	**8**
Job No.:	**8P3033**			Anticipated Federal Funds : **NHPP**				Future Cost : **25,001 - 50,000**			
County:	**GREENE**	**Scoping for capital improvements from Highland Springs Boulevard to Rte. 125.**									
Route:	**US 60**	Federal	**200**	State :	**50**	Local :	**0**		**0**	**50**	**200**
Job No.:	**8P0683F**			Anticipated Federal Funds : **NHPP**				Future Cost : **50,001 - 75,000**			
County:	**GREENE**	**Scoping for roadway improvements from County Road 194 to West Avenue in Republic.**									
Route:	**US 60**	Federal	**12**	State :	**3**	Local :	**0**		**75**	**5**	**10**
Job No.:	**8P0865**			Anticipated Federal Funds : **NHPP**				Future Cost : **5,001 - 10,000**			

2024 - 2028 Scoping and Design Projects

								STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
								Prior	7/2023	7/2024
								Prog	6/2024	6/2028
County:	GREENE	**Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield.**						412	50	200
Route:	US 60	Federal	200	State :	50	Local :	0			
Job No.:	8P3032			Anticipated Federal Funds : **NHPP**			Future Cost : **50,001 - 75,000**			
County:	GREENE	**Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.**						10	5	10
Route:	US 60	Adv. CN	12	State :	3	Local :	0			
Job No.:	8P3251			Anticipated Federal Funds : **AC-STBG**			Future Cost : **1,001 - 2,000**			
County:	GREENE	**Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.**						100	50	40
Route:	US 60	Federal	72	State :	18	Local :	0			
Job No.:	SU0005			Anticipated Federal Funds : **NHPP**			Future Cost : **2,001 - 5,000**			
County:	GREENE	**Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.**						108	4	8
Route:	US 65	Federal	10	State :	2	Local :	0			
Job No.:	8P3103			Anticipated Federal Funds : **NHPP**			Future Cost : **1,001 - 2,000**			
County:	GREENE	**Scoping for interchange and bridge improvements at Rte. 744 (Kearney Street) in Springfield. Project involves twin bridges A1648.**						40	20	40
Route:	US 65	Federal	48	State :	12	Local :	0			
Job No.:	8P3220			Anticipated Federal Funds : **NHPP**			Future Cost : **15,001 - 25,000**			
County:	GREENE	**Scoping for interchange operational improvements at Rte. 60 (James River Freeway) in Springfield.**						100	50	80
Route:	US 65	Federal	104	State :	26	Local :	0			
Job No.:	SU0006			Anticipated Federal Funds : **NHPP**			Future Cost : **5,001 - 10,000**			
County:	VARIOUS	**Surveying to sell excess right of way in the urban Southwest District.**						125	15	45
Route:	VARIOUS	Federal	0	State :	60	Local :	0			
Job No.:	8P3027			Anticipated Federal Funds : **STATE**			Future Cost : **0**			
County:	VARIOUS	**Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.**						60	4	16
Route:	VARIOUS	Federal	16	State :	4	Local :	0			
Job No.:	8P3065			Anticipated Federal Funds : **STBG**			Future Cost : **1,001 - 2,000**			

2024 - 2028 Scoping and Design Projects

									STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
									Prior	7/2023	7/2024
									Prog	6/2024	6/2028
County:	**VARIOUS**	**Scoping for bridge improvements at various locations in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**200**	State :	**50**	Local :	**0**		**546**	**50**	**200**
Job No.:	**8P3067**			Anticipated Federal Funds : **NHPP**			Future Cost : **2,001 - 5,000**				
County:	**VARIOUS**	**Scoping for bridge preventive maintenance at various locations in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**10**	State :	**2**	Local :	**0**		**32**	**4**	**8**
Job No.:	**8P3068**			Anticipated Federal Funds : **NHPP**			Future Cost : **301 - 1,000**				
County:	**VARIOUS**	**Scoping for safety improvements at various locations in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**270**	State :	**30**	Local :	**0**		**559**	**60**	**240**
Job No.:	**8P3069**			Anticipated Federal Funds : **SAFETY**			Future Cost : **2,001 - 5,000**				
County:	**VARIOUS**	**Scoping for pavement improvements on major routes in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**200**	State :	**50**	Local :	**0**		**292**	**50**	**200**
Job No.:	**8P3099**			Anticipated Federal Funds : **NHPP**			Future Cost : **10,001 - 15,000**				
County:	**VARIOUS**	**Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**200**	State :	**50**	Local :	**0**		**258**	**50**	**200**
Job No.:	**8S3066**			Anticipated Federal Funds : **STBG**			Future Cost : **2,001 - 5,000**				
County:	**VARIOUS**	**Scoping for ITS improvements at various locations in the urban Southwest District.**									
Route:	**VARIOUS**	Adv. CN	**200**	State :	**50**	Local :	**0**		**100**	**50**	**200**
Job No.:	**SU0009**			Anticipated Federal Funds : **AC-STBG**			Future Cost : **2,001 - 5,000**				
County:	**VARIOUS**	**Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**120**	State :	**30**	Local :	**0**		**0**	**30**	**120**
Job No.:	**SU0188**			Anticipated Federal Funds : **STBG**			Future Cost : **1,001 - 2,000**				
County:	**VARIOUS**	**Scoping for sign truss inspections on various routes in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**200**	State :	**50**	Local :	**0**		**0**	**50**	**200**
Job No.:	**SU0191**			Anticipated Federal Funds : **NHPP**			Future Cost : **0**				

2024 - 2028 Scoping and Design Projects

									STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
									Prior	7/2023	7/2024
									Prog	6/2024	6/2028
County:	**VARIOUS**	**Scoping for retaining wall inspections on various routes in the urban Southwest District.**									
Route:	**VARIOUS**	Federal	**200**	State :	**50**	Local :	**0**		**0**	**50**	**200**
Job No.:	**SU0192**			Anticipated Federal Funds : **NHPP**			Future Cost : **0**				

2024 - 2028 Scoping and Design Projects

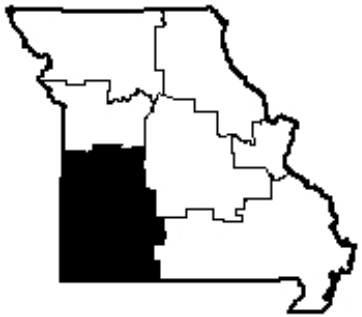
SOUTHWEST

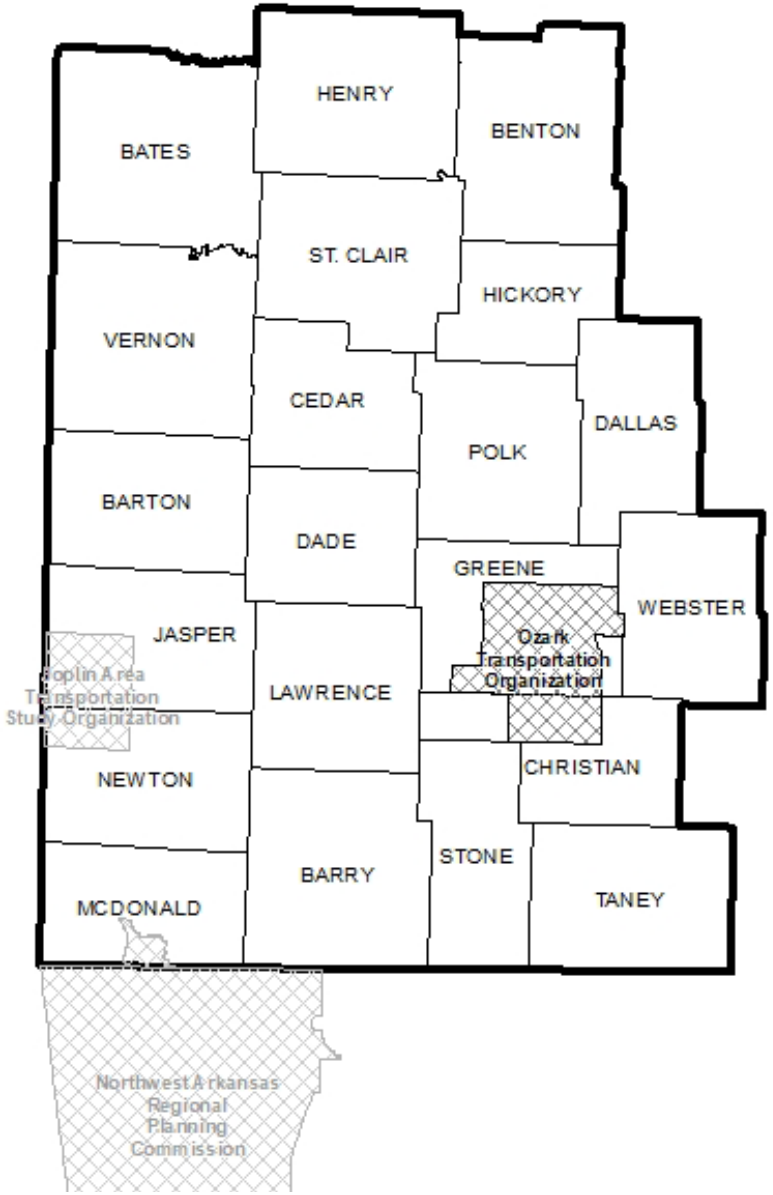
Project Count : 41

	2024	2025	2026	2027	2028
State:	337	309	307	222	185
AC State:	324	324	324	136	136
Local:	0	0	0	0	0
Sub total:	661	633	631	358	321

Federal

Sub-total Federal:	1,070	968	960	735	637
Grand Total:	1,731	1,601	1,591	1,093	958





MoDOT's Southwest District

TMA: Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

Projects in Section 4 shaded in gray represent projects which could be removed with the repeal of SB262, or because the projects bids exceeded the program estimate. Both possible actions are to help ensure the STIP's fiscal constraint.

PROJECT DESCRIPTION KEY

2024-2028 Highway and Bridge Construction Schedule				STATE FISCAL YEAR PROJECT BUDGETING					
				Prior Prog.	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028
County:	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		Engineering:	99	9	0	0	0	0
Route:	Federal: State: Local:	Estimated Total:	R/W:	0	0	99	0	0	0
Project No.:	Anticipated Federal Funds*:	Award Date:	Construction:	0	0	0	999	0	0
Length:	Let With:	Future Cost:	FFOS:	0	0	0	99	0	0
MPO:	TIP No.:		Payback:	0	99	0	0	0	0

Total project cost estimate.

Federal, Adv CN, State and Local share of project costs.

Anticipated Federal Funding Category*

Year project is to be awarded to begin construction (Month and year shown for 2024. Calendar year only beyond 2024.)

Projects let in combination.

Estimated cost range beyond 2028.

Transportation Improvement Program number (Subject to the approval of the governing Metropolitan Planning Organizaton.)

Project description and location.

County location of project

Route location of project

Project number used to track project costs.

Total length in 1/100 miles.

Metropolitan Planning Organization (Y/N)

Dollars programmed in previous STIPs.

Dollars funded from other sources.

Dollars for construction, contingency & other non-contractuals.

Dollars for right of way (land acquisition).

Dollars to be paid back for accelerating the project.

Dollars for engineering that include preliminary engineering, construction engineering and right of way incidentals.

Construction contingency applied to construction cost in the year the project is awarded.

Seven percent project growth factor compounded annually is applied to right of way and construction costs in program years 2, 3, 4 and 5.

No inflation is applied to the Funding From Other Sources (FFOS), Payments or Paybacks.

***Anticipated Federal Funding Category:**

CMAQ - Congestion Mitigation and Air Quality.
  * Usually 80% Federal & 20% State funds.

Other - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.
  * Usually 80% Federal & 20% State funds.
  * Sometimes 90% Federal & 10% State funds.

NHPP - National Highway Performance Program.
  * Usually 80% Federal & 20% State funds.
  * Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant.
  * Usually 80% Federal & 20% State funds.

(All Costs in Thousands)

2024 - 2028 Highway and Bridge Construction Schedule

													STATE FISCAL YEAR PROJECT BUDGETING					
													Prior	7/2023	7/2024	7/2025	7/2026	7/2027
													Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:		CHRISTIAN	**Add safety signage 0.1 mile north of Lindenlure Drive.**									Engineering:	1	8	11	0	0	0
Route:		MO 125	Federal:	40	State :	4	Local :	0	Estimated Total:	45		R/W:	0	0	0	0	0	0
Project No.:		SU0103	Anticipated Federal Funds :	SAFETY					Award Date :	2025		Construction:	0	0	25	0	0	0
Length:		0.13	Let With :	SR0097 SR0099					Future Cost :	0		FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0
County:		CHRISTIAN	**Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.**									Engineering:	50	50	100	139	403	0
Route:		MO 14	Adv. CN:	5,409	State :	1,352	Local :	0	Estimated Total:	6,811		R/W:	0	0	0	1,947	0	0
Project No.:		8P0583B	Anticipated Federal Funds :	AC-STBG					Award Date :	2027		Construction:	0	0	0	0	4,122	0
Length:		0.51	Let With :						Future Cost :	0		FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	OK2201									Payback:	0	0	0	0	0	0
County:		CHRISTIAN	**Capital improvements from Fremont Road to 22nd Street in Ozark. Design, right of way acquisition and utility relocation by Ozark. $2,021,449 Cost Share, $2,128,397 STBG-Urban and $532,099 Ozark funds.**									Engineering:	110	20	484	0	0	0
Route:		RT CC	Adv. CN:	4,411	State :	571	Local :	532	Estimated Total:	5,624		R/W:	0	0	0	0	0	0
Project No.:		8S0736D	Anticipated Federal Funds :	AC-STBG					Award Date :	2025		Construction:	0	0	5,010	0	0	0
Length:		0.80	Let With :						Future Cost :	0		FFOS:	0	0	2,660	0	0	0
MPO:	Y	Tip No. :	OK2102-20A									Payback:	0	0	0	0	0	0
County:		CHRISTIAN	**Intersection improvements at 22nd Street in Ozark. Project involves culvert A3861.**									Engineering:	150	495	608	0	0	0
Route:		RT CC	Adv. CN:	3,258	State :	815	Local :	0	Estimated Total:	4,223		R/W:	0	368	0	0	0	0
Project No.:		8S0736E	Anticipated Federal Funds :	AC-STBG					Award Date :	2024		Construction:	0	0	2,602	0	0	0
Length:		0.18	Let With :	8S3245					Future Cost :	0		FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	OK2202-22									Payback:	0	0	0	0	0	0
County:		CHRISTIAN	**Add roundabout at Main Street in Nixa.**									Engineering:	255	527	0	0	0	0
Route:		RT CC	Adv. CN:	3,175	State :	794	Local :	0	Estimated Total:	4,224		R/W:	0	100	0	0	0	0
Project No.:		8S0736F	Anticipated Federal Funds :	AC-STBG					Award Date :	6/2024		Construction:	0	3,342	0	0	0	0
Length:		0.22	Let With :						Future Cost :	0		FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	NX2202-22									Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

														STATE FISCAL YEAR PROJECT BUDGETING					
														Prior	7/2023	7/2024	7/2025	7/2026	7/2027
														Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:		CHRISTIAN	Payment to Ozark for design, right-of-way and utility relocations for capital improvements from Fremont Road to 22nd Street. $825,768 Cost Share funds.											Engineering:	10	5	5	0	0	0
Route:		RT CC	Adv. CN:	668	State :	167	Local :	0	Estimated Total:	845				R/W:	0	0	0	0	0	0
Project No.:		8S0736H	Anticipated Federal Funds :	AC-STBG					Award Date :	2025				Construction:	0	418	407	0	0	0
Length:		0.80	Let With :						Future Cost :	0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :												Payback:	0	0	0	0	0	0
County:		CHRISTIAN	Ramp and intersection improvements at Rtes. CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.											Engineering:	4	62	117	0	0	0
Route:		RT J	Federal:	731	State :	183	Local :	0	Estimated Total:	918				R/W:	0	0	0	0	0	0
Project No.:		8S3245	Anticipated Federal Funds :	NHPP					Award Date :	2024				Construction:	0	0	735	0	0	0
Length:		0.06	Let With :	8S0736E					Future Cost :	0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : OK2203-22												Payback:	0	0	0	0	0	0
County:		CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.											Engineering:	2	2	4	15	0	0
Route:		RT W	Adv. CN:	120	State :	30	Local :	0	Estimated Total:	152				R/W:	0	0	0	0	0	0
Project No.:		SU0012	Anticipated Federal Funds :	AC-STBG					Award Date :	2025				Construction:	0	0	0	129	0	0
Length:		1.01	Let With :	SR0038 SR0039 SR0041					Future Cost :	0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :												Payback:	0	0	0	0	0	0
County:		GREENE	Add roundabouts at I-44 ramps and at Chestnut Street, add signal at Rte. OO and add turn lane from Washington Ave. to Rte. OO in Strafford.											Engineering:	650	310	602	0	0	0
Route:		MO 125	Adv. CN:	6,515	State :	1,629	Local :	0	Estimated Total:	8,794				R/W:	0	190	0	0	0	0
Project No.:		8S3238	Anticipated Federal Funds :	AC-STBG					Award Date :	2025				Construction:	0	0	7,042	0	0	0
Length:		1.10	Let With :						Future Cost :	0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : ST2201-22												Payback:	0	0	0	0	0	0
County:		GREENE	Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.											Engineering:	264	489	873	0	0	0
Route:		CRD 127	Federal:	4,045	State :	1,011	Local :	0	Estimated Total:	5,320				R/W:	0	25	0	0	0	0
Project No.:		8S3156	Anticipated Federal Funds :	NHPP					Award Date :	2025				Construction:	0	0	3,669	0	0	0
Length:		0.07	Let With :	8I3044C 8I3225					Future Cost :	0				FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1911-19A												Payback:	0	0	0	0	0	0

PAYMENT

2024 - 2028 Highway and Bridge Construction Schedule

														STATE FISCAL YEAR PROJECT BUDGETING					
														Prior	7/2023	7/2024	7/2025	7/2026	7/2027
														Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:		GREENE	Interchange improvements at I-44 in Springfield.										Engineering:	500	500	500	584	3,720	0
Route:		MO 13	Federal:	29,714	State :	7,428	Local :	0	Estimated Total:	37,642			R/W:	0	0	0	5,381	0	0
Project No.:		SU0079	Anticipated Federal Funds : NHPP						Award Date :	2027			Construction:	0	0	0	0	26,457	0
Length:		0.20	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :											Payback:	0	0	0	0	0	0
County:		GREENE	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield. Project involves bridge A3259.										Engineering:	40	40	300	300	310	1,178
Route:		MO 13	Federal:	9,394	State :	2,348	Local :	0	Estimated Total:	11,782			R/W:	0	0	0	0	31	0
Project No.:		SU0093	Anticipated Federal Funds : NHPP						Award Date :	2028			Construction:	0	0	0	0	0	9,583
Length:		1.01	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :											Payback:	0	0	0	0	0	0
County:		GREENE	Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60 and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.										Engineering:	10	24	50	275	0	0
Route:		US 160	Federal:	1,737	State :	434	Local :	0	Estimated Total:	2,181			R/W:	0	0	0	0	0	0
Project No.:		SU0051	Anticipated Federal Funds : NHPP						Award Date :	2026			Construction:	0	0	0	1,822	0	0
Length:		0.25	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2304-23											Payback:	0	0	0	0	0	0
County:		GREENE	Add roundabout at Rte. AB and at Rte. B west of Springfield.										Engineering:	300	35	477	0	0	0
Route:		MO 266	Adv. CN:	2,922	State :	731	Local :	0	Estimated Total:	3,953			R/W:	0	68	0	0	0	0
Project No.:		SU0080	Anticipated Federal Funds : AC-STBG						Award Date :	2025			Construction:	0	0	3,073	0	0	0
Length:		0.10	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :											Payback:	0	0	0	0	0	0
County:		GREENE	Pavement resurfacing from I-44 to Rte. 60 in Springfield. Project involves bridge A5843.										Engineering:	9	2	2	2	154	0
Route:		MO 360	Federal:	603	State :	151	Local :	0	Estimated Total:	763			R/W:	0	0	0	0	0	0
Project No.:		SU0014	Anticipated Federal Funds : NHPP						Award Date :	2027			Construction:	0	0	0	0	594	0
Length:		3.68	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :											Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

														STATE FISCAL YEAR PROJECT BUDGETING									
														Prior	7/2023	7/2024	7/2025	7/2026	7/2027				
														Prog	6/2024	6/2025	6/2026	6/2027	6/2028				
County:	GREENE	Bridge replacement, add sidewalks and upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from 0.1 mile east of Scenic Avenue to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.												Engineering:	892	705	0	0	0	0			
Route:	MO 413	Federal:	4,511	State :	1,128	Local :	0	Estimated Total: 6,869						R/W:	338	0	0	0	0	0			
Project No.:	8S3157	Anticipated Federal Funds : NHPP						Award Date : 10/2023						Construction:	0	4,934	0	0	0	0			
Length:	0.61	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP1908-19A												Payback:	0	0	0	0	0	0			
County:	GREENE	Add lanes from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.												Engineering:	504	1,825	2,599	0	0	0			
Route:	IS 44	Federal:	17,672	State :	1,964	Local :	0	Estimated Total: 20,140						R/W:	0	0	0	0	0	0			
Project No.:	8I3044C	Anticipated Federal Funds : NHPP						Award Date : 2025						Construction:	0	0	15,212	0	0	0			
Length:	2.08	Let With : 8I3225 8S3156						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP2203												Payback:	0	0	0	0	0	0			
County:	GREENE	Pavement resurfacing from 0.6 mile west of Rte. 266 (Chestnut Expressway) to Rte. H (Glenstone Avenue) in Springfield and from Rte. 65 in Springfield to 0.5 mile east of Rte. 125 in Strafford and add high friction surface treatment on the westbound lanes in Strafford.												Engineering:	123	331	1,393	0	0	0			
Route:	IS 44	Federal:	11,102	State :	1,233	Local :	0	Estimated Total: 12,458						R/W:	0	0	0	0	0	0			
Project No.:	8I3225	Anticipated Federal Funds : NHPP						Award Date : 2025						Construction:	0	0	10,611	0	0	0			
Length:	15.52	Let With : 8I3044C 8S3156						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : GR2201												Payback:	0	0	0	0	0	0			
County:	GREENE	Job Order Contracting for pavement repair in the urban Southwest District.												Engineering:	0	90	0	0	0	0			
Route:	IS 44	Adv. CN:	441	State :	49	Local :	0	Estimated Total: 490						R/W:	0	0	0	0	0	0			
Project No.:	8I3232	Anticipated Federal Funds : AC-NHPP						Award Date : 3/2024						Construction:	0	400	0	0	0	0			
Length:	37.26	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : MO2401												Payback:	0	0	0	0	0	0			
County:	GREENE	Pavement resurfacing from 0.5 mile east of Rte. 125 in Strafford to the Webster County line.												Engineering:	2	8	51	0	0	0			
Route:	IS 44	Federal:	457	State :	51	Local :	0	Estimated Total: 510						R/W:	0	0	0	0	0	0			
Project No.:	SU0013	Anticipated Federal Funds : NHPP						Award Date : 2024						Construction:	0	0	449	0	0	0			
Length:	1.54	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : ST2301-23												Payback:	0	0	0	0	0	0			

2024 - 2028 Highway and Bridge Construction Schedule

													STATE FISCAL YEAR PROJECT BUDGETING					
													Prior	7/2023	7/2024	7/2025	7/2026	7/2027
													Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	**Add lanes and replace bridges from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone Avenue) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.**										Engineering:	800	1,779	2,000	6,930	0	0
Route:	IS 44	Federal:	40,936	State :	4,548	Local :	0	Estimated Total:	46,284			R/W:	0	0	0	0	0	0
Project No.:	SU0076	Anticipated Federal Funds :	NHPP					Award Date :	2026			Construction:	0	0	0	34,775	0	0
Length:	2.65	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0
County:	GREENE	**Sound abatement at various locations from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.**										Engineering:	150	50	50	115	557	0
Route:	IS 44	Federal:	4,220	State :	469	Local :	0	Estimated Total:	4,839			R/W:	0	0	0	57	0	0
Project No.:	SU0114	Anticipated Federal Funds :	NHPP					Award Date :	2027			Construction:	0	0	0	0	3,860	0
Length:	4.74	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0
County:	GREENE	**Striping upgrades from 0.1 mile east of Rte. 360 to 2 miles east of Rte. 125 in Strafford, on Rte. 65 from I-44 to Rte. 60 and on Rte. 13 from Rte. WW to I-44.**										Engineering:	0	72	0	0	0	0
Route:	IS 44	Federal:	400	State :	44	Local :	0	Estimated Total:	444			R/W:	0	0	0	0	0	0
Project No.:	SU0203	Anticipated Federal Funds :	SAFETY					Award Date :	1/2024			Construction:	0	372	0	0	0	0
Length:	37.22	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0
County:	GREENE	**Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.**										Engineering:	140	180	0	0	0	0
Route:	IS 44	Federal:	4,111	State :	457	Local :	0	Estimated Total:	4,708			R/W:	0	0	0	0	0	0
Project No.:	SU0146	Anticipated Federal Funds :	NHPP					Award Date :	11/2023			Construction:	0	4,388	0	0	0	0
Length:	1.37	Let With :	7I3010					Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0
County:	GREENE	**Signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue, Boonville Avenue and Eastgate Avenue and intersection and signal upgrades at U.S. 65 in Springfield.**										Engineering:	413	211	0	0	0	0
Route:	LP 44	Federal:	1,302	State :	145	Local :	0	Estimated Total:	1,860			R/W:	0	150	0	0	0	0
Project No.:	8P3144	Anticipated Federal Funds :	SAFETY					Award Date :	5/2024			Construction:	0	1,086	0	0	0	0
Length:	9.21	Let With :	8P3192 8S3166 8S3167 8S3171 8S3224					Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :	SP1812-22A									Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

			STATE FISCAL YEAR PROJECT BUDGETING					
			Prior	7/2023	7/2024	7/2025	7/2026	7/2027
			Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County: GREENE	**Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.**	Engineering:	397	1,273	0	0	0	0
Route: LP 44	Adv. CN: 3,088 State : 772 Local : 0 Estimated Total: 4,272	R/W:	15	0	0	0	0	0
Project No.: 8P3192	Anticipated Federal Funds : AC-STBG Award Date : 5/2024	Construction:	0	2,587	0	0	0	0
Length: 50.91	Let With : 8P3144 8S3166 8S3167 8S3171 8S3224 Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : EN2002-20A	Payback:	0	0	0	0	0	0
County: GREENE	**Pavement resurfacing on Chestnut Expressway from Scenic Avenue to west of Rte. 13 (Kansas Expressway).**	Engineering:	11	75	0	0	0	0
Route: LP 44	Federal: 532 State : 133 Local : 0 Estimated Total: 676	R/W:	0	0	0	0	0	0
Project No.: 8S3166	Anticipated Federal Funds : NHPP Award Date : 5/2024	Construction:	0	590	0	0	0	0
Length: 1.10	Let With : 8P3144 8P3192 8S3167 8S3171 8S3224 Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP2013-20	Payback:	0	0	0	0	0	0
County: GREENE	**Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to 0.1 mile east of Eastgate Avenue and on Eastgate Avenue from 0.1 mile north of Cherry Street to 0.3 mile north of Chestnut Expressway in Springfield.**	Engineering:	31	154	0	0	0	0
Route: LP 44	Federal: 1,145 State : 286 Local : 0 Estimated Total: 1,462	R/W:	0	0	0	0	0	0
Project No.: 8S3167	Anticipated Federal Funds : NHPP Award Date : 5/2024	Construction:	0	1,277	0	0	0	0
Length: 3.42	Let With : 8P3144 8P3192 8S3166 8S3171 8S3224 Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP2002-20	Payback:	0	0	0	0	0	0
County: GREENE	**Pavement resurfacing on Chestnut Expressway from Lullwood Avenue to Scenic Avenue and from east of Rte. 13 (Kansas Expressway) to 0.1 mile east of Delaware Avenue in Springfield.**	Engineering:	51	312	0	0	0	0
Route: LP 44	Federal: 2,238 State : 559 Local : 0 Estimated Total: 2,848	R/W:	0	0	0	0	0	0
Project No.: 8S3224	Anticipated Federal Funds : NHPP Award Date : 5/2024	Construction:	0	2,485	0	0	0	0
Length: 5.16	Let With : 8P3144 8P3192 8S3166 8S3167 8S3171 Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP2206-22	Payback:	0	0	0	0	0	0
County: GREENE	**Add ITS equipment and software on Chestnut Expressway from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.**	Engineering:	15	123	0	0	0	0
Route: LP 44	Federal: 430 State : 108 Local : 0 Estimated Total: 553	R/W:	0	0	0	0	0	0
Project No.: SU0088	Anticipated Federal Funds : NHPP Award Date : 12/2023	Construction:	0	415	0	0	0	0
Length: 2.08	Let With : Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :	Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

																			STATE FISCAL YEAR PROJECT BUDGETING					
																			Prior	7/2023	7/2024	7/2025	7/2026	7/2027
																			Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:		GREENE	Capital improvements from Rte. 65 to Rtes. NN and J.															Engineering:	451	500	500	200	272	3,185
Route:		US 60	Federal:	22,974	State :	5,743	Local :	0	Estimated Total: 29,168									R/W:	0	0	0	0	626	0
Project No.:		8P0683G	Anticipated Federal Funds : NHPP															Construction:	0	0	0	0	0	23,434
Length:		1.43	Let With :															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : GR140318A1																Payback:	0	0	0	0	0	0
County:		GREENE	Add high friction surface treatment on Rte. 60, Rte. 13 and Rte. 65 in Springfield, on Rte. NN and Rte. 125 in Christian County and pavement resurfacing on Rte. 60 auxiliary lanes from Kansas Expressway to Campbell Avenue in Springfield.															Engineering:	66	385	0	0	0	0
Route:		US 60	Federal:	2,415	State :	268	Local :	0	Estimated Total: 2,749									R/W:	0	0	0	0	0	0
Project No.:		SU0058	Anticipated Federal Funds : SAFETY															Construction:	0	2,298	0	0	0	0
Length:		1.75	Let With :															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2309-23																Payback:	0	0	0	0	0	0
County:		GREENE	Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.															Engineering:	50	500	800	800	947	0
Route:		US 60	Federal:	14,278	State :	3,570	Local :	0	Estimated Total: 17,898									R/W:	0	0	0	2,623	0	0
Project No.:		SU0078	Anticipated Federal Funds : NHPP															Construction:	0	0	0	0	12,178	0
Length:		1.06	Let With :															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :																Payback:	0	0	0	0	0	0
County:		GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from east of Bus. 65 (Glenstone Avenue) to east of Belcrest Avenue in Springfield.															Engineering:	236	661	0	0	0	0
Route:		BU 65	Federal:	1,546	State :	386	Local :	0	Estimated Total: 2,168									R/W:	0	10	0	0	0	0
Project No.:		8S3171	Anticipated Federal Funds : STBG															Construction:	0	1,261	0	0	0	0
Length:		1.66	Let With : 8P3144 8P3192 8S3166 8S3167 8S3224															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : EN2007-20																Payback:	0	0	0	0	0	0
County:		GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.															Engineering:	977	5	5	5	100	382
Route:		BU 65	Federal:	1,776	State :	444	Local :	0	Estimated Total: 3,197									R/W:	0	0	0	0	5	0
Project No.:		SU0003	Anticipated Federal Funds : NHPP															Construction:	0	0	0	0	0	1,718
Length:		8.10	Let With :															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2218-22A																Payback:	0	0	0	0	0	0

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										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2023	7/2024	7/2025	7/2026	7/2027
										Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	**Bridge replacement on Eastgate Avenue over BNSF Railway in Springfield. Project involves bridge W0574.**							Engineering:	276	107	459	0	0	0
Route:	E OR 65	Federal:	2,844	State :	711	Local :	0	Estimated Total: 3,831	R/W:	0	271	0	0	0	0
Project No.:	8S3158	Anticipated Federal Funds : NHPP						Award Date : 2025	Construction:	0	0	2,718	0	0	0
Length:	0.02	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP1910-19A								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge rehabilitations northbound over S. Dry Sac Creek, Republic Road over Rte. 60 in Springfield, Rte. 14 over Rte. 65 in Ozark and Rte. M over McCaferty Branch. Project involves bridges A3361, A4181, A3109 and A3514.**							Engineering:	23	152	0	0	0	0
									R/W:	0	0	0	0	0	0
Route:	US 65	Federal:	1,215	State :	304	Local :	0	Estimated Total: 1,542	Construction:	0	1,367	0	0	0	0
Project No.:	8I3246	Anticipated Federal Funds : NHPP						Award Date : 2/2024	FFOS:	0	0	0	0	0	0
Length:	0.22	Let With :						Future Cost : 0							
MPO: Y	Tip No. : MO2206								Payback:	0	0	0	0	0	0
County:	GREENE	**Pavement resurfacing on northbound lanes from north of I-44 in Springfield to Rtes. KK and A.**							Engineering:	32	257	0	0	0	0
Route:	US 65	Federal:	1,777	State :	444	Local :	0	Estimated Total: 2,253	R/W:	0	0	0	0	0	0
Project No.:	8P3164	Anticipated Federal Funds : NHPP						Award Date : 10/2023	Construction:	0	1,964	0	0	0	0
Length:	6.59	Let With : 7P3393						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : GR2003-20								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge deck sealing over County Rd. 197, James River and Rte. 60 (James River Freeway), Bus. 65 (Glenstone Ave.) and National Ave. over James River Freeway in Springfield and Rte. MM over Rte. 360 in Republic. Involves bridges A3360, A7550, A2072, A4175, A4177 and A5907.**							Engineering:	60	502	0	0	0	0
									R/W:	0	0	0	0	0	0
Route:	US 65	Federal:	2,803	State :	701	Local :	0	Estimated Total: 3,564	Construction:	0	3,002	0	0	0	0
Project No.:	SU0046	Anticipated Federal Funds : NHPP						Award Date : 1/2024							
Length:	0.29	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2306-23								Payback:	0	0	0	0	0	0
County:	GREENE	**Add J-turn at Bluegrass Road (County Road 94). $840,000 Open Container funds.**							Engineering:	100	670	0	0	0	0
Route:	US 65	Federal:	2,953	State :	328	Local :	0	Estimated Total: 3,381	R/W:	0	28	0	0	0	0
Project No.:	SU0101	Anticipated Federal Funds : SAFETY						Award Date : 4/2024	Construction:	0	2,583	0	0	0	0
Length:	0.19	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0

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														STATE FISCAL YEAR PROJECT BUDGETING									
														Prior	7/2023	7/2024	7/2025	7/2026	7/2027				
														Prog	6/2024	6/2025	6/2026	6/2027	6/2028				
County:	GREENE	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).												Engineering:	19	71	0	0	0	0			
Route:	MO 744	Federal:	621	State :	155	Local :	0	Estimated Total: 795						R/W:	0	0	0	0	0	0			
Project No.:	8P3050C	Anticipated Federal Funds : NHPP						Award Date : 7/2023						Construction:	0	705	0	0	0	0			
Length:	2.64	Let With : 8S3149 8S3162 8S3169 8S3172 8S3190 SR0127 SU0085						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP1708												Payback:	0	0	0	0	0	0			
County:	GREENE	Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St and Barataria St in Springfield and on Rte. 60 at Rte. MM in Republic.												Engineering:	653	15	591	0	0	0			
Route:	MO 744	Adv. CN:	2,560	State :	640	Local :	0	Estimated Total: 3,853						R/W:	0	12	0	0	0	0			
Project No.:	8P3236	Anticipated Federal Funds : AC-STBG						Award Date : 2025						Construction:	0	0	2,582	0	0	0			
Length:	0.18	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : MO2209-22												Payback:	0	0	0	0	0	0			
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. MM in Battlefield and on Rte. CC at Cheyenne Rd in Christian County.												Engineering:	20	10	150	170	556	0			
Route:	MO 744	Adv. CN:	2,764	State :	691	Local :	0	Estimated Total: 3,475						R/W:	0	0	0	14	0	0			
Project No.:	8P3237	Anticipated Federal Funds : AC-STBG						Award Date : 2027						Construction:	0	0	0	0	2,555	0			
Length:	0.14	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : MO2210-22												Payback:	0	0	0	0	0	0			
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield.												Engineering:	580	377	0	0	0	0			
Route:	MO 744	Adv. CN:	1,756	State :	439	Local :	0	Estimated Total: 2,879						R/W:	104	0	0	0	0	0			
Project No.:	8S3149	Anticipated Federal Funds : AC-STBG						Award Date : 7/2023						Construction:	0	1,818	0	0	0	0			
Length:	2.69	Let With : 8P3050C 8S3162 8S3169 8S3172 8S3190 SR0127 SU0085						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : EN1901-19												Payback:	0	0	0	0	0	0			
County:	GREENE	Pavement resurfacing from east of Loop 44 (Glenstone Avenue) to Mulroy Road and on Mulroy Road from Rte. OO to I-44.												Engineering:	38	147	0	0	0	0			
Route:	MO 744	Federal:	1,286	State :	322	Local :	0	Estimated Total: 1,646						R/W:	0	0	0	0	0	0			
Project No.:	8S3162	Anticipated Federal Funds : NHPP						Award Date : 7/2023						Construction:	0	1,461	0	0	0	0			
Length:	4.66	Let With : 8P3050C 8S3149 8S3169 8S3172 8S3190 SR0127 SU0085						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : GR2004-20												Payback:	0	0	0	0	0	0			

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														STATE FISCAL YEAR PROJECT BUDGETING									
														Prior	7/2023	7/2024	7/2025	7/2026	7/2027				
														Prog	6/2024	6/2025	6/2026	6/2027	6/2028				
County:	GREENE	Pavement resurfacing on Kearney Street from Springfield-Branson National Airport to west of Rte. 13 (Kansas Expressway) in Springfield.												Engineering:	24	80	0	0	0	0			
Route:	MO 744	Adv. CN:	707	State :	177	Local :	0	Estimated Total: 908						R/W:	0	0	0	0	0	0			
Project No.:	8S3169	Anticipated Federal Funds : AC-STBG						Award Date : 7/2023						Construction:	0	804	0	0	0	0			
Length:	3.73	Let With : 8P3050C 8S3149 8S3162 8S3172 8S3190 SR0127 SU0085						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP2006-20												Payback:	0	0	0	0	0	0			
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kearney Street from east of Loop 44 (Glenstone Avenue) to LeCompte Road.												Engineering:	435	316	0	0	0	0			
Route:	MO 744	Adv. CN:	1,425	State :	356	Local :	0	Estimated Total: 2,266						R/W:	50	0	0	0	0	0			
Project No.:	8S3172	Anticipated Federal Funds : AC-STBG						Award Date : 7/2023						Construction:	0	1,465	0	0	0	0			
Length:	2.44	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3190 SR0127 SU0085						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : EN2005-20												Payback:	0	0	0	0	0	0			
County:	GREENE	Add lanes and modify signals on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.												Engineering:	355	355	0	0	0	0			
Route:	MO 744	Federal:	1,532	State :	383	Local :	0	Estimated Total: 2,272						R/W:	2	0	0	0	0	0			
Project No.:	SU0085	Anticipated Federal Funds : NHPP						Award Date : 7/2023						Construction:	0	1,560	0	0	0	0			
Length:	9.05	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3172 8S3190 SR0127						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : SP2307												Payback:	0	0	0	0	0	0			
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.												Engineering:	487	387	0	0	0	0			
Route:	MO 744	Adv. CN:	1,544	State :	386	Local :	0	Estimated Total: 2,524						R/W:	107	0	0	0	0	0			
Project No.:	8S3190	Anticipated Federal Funds : AC-STBG						Award Date : 7/2023						Construction:	0	1,543	0	0	0	0			
Length:	1.94	Let With : 8P3050C 8S3149 8S3162 8S3169 8S3172 SR0127 SU0085						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : EN2006-20												Payback:	0	0	0	0	0	0			
County:	GREENE	Pavement resurfacing from Rte. 65 to Rte. 125 north of Strafford.												Engineering:	8	42	0	0	0	0			
Route:	RT C	Adv. CN:	307	State :	77	Local :	0	Estimated Total: 392						R/W:	0	0	0	0	0	0			
Project No.:	8S3226	Anticipated Federal Funds : AC-STBG						Award Date : 10/2023						Construction:	0	342	0	0	0	0			
Length:	3.67	Let With : 8S3227 8S3228						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : GR2202-22												Payback:	0	0	0	0	0	0			

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													STATE FISCAL YEAR PROJECT BUDGETING					
													Prior	7/2023	7/2024	7/2025	7/2026	7/2027
													Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	**Pavement resurfacing on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.**										Engineering:	70	2	174	0	0	0
Route:	RT D	Federal:	1,577	State :	394	Local :	0	Estimated Total:	2,041			R/W:	0	0	0	0	0	0
Project No.:	8S0745	Anticipated Federal Funds :	NHPP					Award Date :	2025			Construction:	0	0	1,795	0	0	0
Length:	2.62	Let With :	8S3133 8S3153 8S3211 8S3215					Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1906-19										Payback:	0	0	0	0	0	0
County:	GREENE	**Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.**										Engineering:	393	204	387	0	0	0
Route:	RT D	Federal:	2,326	State :	581	Local :	0	Estimated Total:	3,300			R/W:	0	253	0	0	0	0
Project No.:	8S3133	Anticipated Federal Funds :	NHPP					Award Date :	2025			Construction:	0	0	2,063	0	0	0
Length:	4.53	Let With :	8S0745 8S3153 8S3211 8S3215					Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1802-22A										Payback:	0	0	0	0	0	0
County:	GREENE	**Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.**										Engineering:	350	539	691	0	0	0
Route:	RT D	Adv. CN:	3,067	State :	767	Local :	0	Estimated Total:	4,184			R/W:	0	53	0	0	0	0
Project No.:	8S3153	Anticipated Federal Funds :	AC-STBG					Award Date :	2025			Construction:	0	0	2,551	0	0	0
Length:	2.56	Let With :	8S0745 8S3133 8S3211 8S3215					Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1413-19										Payback:	0	0	0	0	0	0
County:	GREENE	**Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.**										Engineering:	24	16	183	0	0	0
Route:	RT D	Adv. CN:	1,365	State :	341	Local :	0	Estimated Total:	1,730			R/W:	0	0	0	0	0	0
Project No.:	8S3215	Anticipated Federal Funds :	AC-STBG					Award Date :	2025			Construction:	0	0	1,507	0	0	0
Length:	5.55	Let With :	8S0745 8S3133 8S3153 8S3211					Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2203										Payback:	0	0	0	0	0	0
County:	GREENE	**Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.**										Engineering:	0	10	10	10	60	110
Route:	RT D	Federal:	1,026	State :	256	Local :	0	Estimated Total:	1,282			R/W:	0	0	0	0	12	0
Project No.:	SU0148	Anticipated Federal Funds :	NHPP					Award Date :	2028			Construction:	0	0	0	0	0	1,070
Length:	0.03	Let With :						Future Cost :	0			FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0

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														STATE FISCAL YEAR PROJECT BUDGETING									
														Prior	7/2023	7/2024	7/2025	7/2026	7/2027				
														Prog	6/2024	6/2025	6/2026	6/2027	6/2028				
County:	GREENE	**Pavement resurfacing from Rte. 125 in Strafford to the Webster County line.**												Engineering:	8	32	0	0	0	0			
Route:	RT DD	Adv. CN:	233	State :	58	Local :	0	Estimated Total: 299						R/W:	0	0	0	0	0	0			
Project No.:	8S3228	Anticipated Federal Funds : AC-STBG						Award Date : 10/2023						Construction:	0	259	0	0	0	0			
Length:	2.75	Let With : 8S3226 8S3227						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : GR2204-22												Payback:	0	0	0	0	0	0			
County:	GREENE	**Bridge improvement over I-44 in Springfield. Project involves bridge A0713.**												Engineering:	30	9	10	20	175	0			
Route:	RT EE	Federal:	1,192	State :	298	Local :	0	Estimated Total: 1,520						R/W:	0	0	0	0	0	0			
Project No.:	SU0066	Anticipated Federal Funds : NHPP						Award Date : 2027						Construction:	0	0	0	0	1,276	0			
Length:	0.10	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. :												Payback:	0	0	0	0	0	0			
County:	GREENE	**Pavement resurfacing from Weaver Road in Battlefield to end of route at Haseltine Road.**												Engineering:	2	2	7	53	0	0			
Route:	RT FF	Adv. CN:	442	State :	111	Local :	0	Estimated Total: 555						R/W:	0	0	0	0	0	0			
Project No.:	SU0018	Anticipated Federal Funds : AC-STBG						Award Date : 2025						Construction:	0	0	0	491	0	0			
Length:	3.06	Let With :						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : BA2301-23												Payback:	0	0	0	0	0	0			
County:	GREENE	**Pavement resurfacing from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.**												Engineering:	11	4	68	0	0	0			
Route:	RT J	Adv. CN:	539	State :	135	Local :	0	Estimated Total: 685						R/W:	0	0	0	0	0	0			
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG						Award Date : 2025						Construction:	0	0	602	0	0	0			
Length:	5.50	Let With : 8S0745 8S3133 8S3153 8S3215						Future Cost : 0						FFOS:	0	0	0	0	0	0			
MPO:	Y	Tip No. : GR2205-22												Payback:	0	0	0	0	0	0			
County:	GREENE	**Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design, right-of-way and inspection by Republic. $6,000,000 Cost Share, $2,296,000 STBG-Urban and $4,673,000 Republic funds.**												Engineering:	408	332	329	0	0	0			
														R/W:	0	568	0	0	0	0			
Route:	RT MM	Adv. CN:	8,912	State :	0	Local :	4,673	Estimated Total: 13,993						Construction:	0	0	12,356	0	0	0			
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG						Award Date : 2024															
Length:	1.51	Let With :						Future Cost : 0						FFOS:	0	0	6,969	0	0	0			
MPO:	Y	Tip No. : RP1703-22A												Payback:	0	0	0	0	0	0			

2024 - 2028 Highway and Bridge Construction Schedule

										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2023	7/2024	7/2025	7/2026	7/2027
										Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:	GREENE	**Relocate Brookline Avenue, add railroad grade separation and sidewalks from County Road 160 to Rte. 60 in Republic. $564,000 Open Container.**							Engineering:	1,600	724	3,299	0	0	0
Route:	RT MM	Federal:	23,892	State :	5,973	Local :	0	Estimated Total: 31,465	R/W:	0	3,536	0	0	0	0
Project No.:	8S0836D	Anticipated Federal Funds : STBG						Award Date : 2024	Construction:	0	0	22,306	0	0	0
Length:	0.15	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : RP1704-20A								Payback:	0	0	0	0	0	0
County:	GREENE	**Add signals at ramps and reconfigure lanes at I-44.**							Engineering:	80	183	0	0	0	0
Route:	RT MM	Adv. CN:	1,055	State :	264	Local :	0	Estimated Total: 1,399	R/W:	0	674	0	0	0	0
Project No.:	8S3239	Anticipated Federal Funds : AC-STBG						Award Date : 6/2024	Construction:	0	462	0	0	0	0
Length:	0.12	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : RP2201-22								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge rehabilitation over Rte. 60 (James River Freeway) 0.5 mile east of Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge A4184.**							Engineering:	118	154	0	0	0	0
Route:	CST REPUBLIC ST	Federal:	855	State :	214	Local :	0	Estimated Total: 1,189	R/W:	2	0	0	0	0	0
Project No.:	8S3240	Anticipated Federal Funds : NHPP						Award Date : 2/2024	Construction:	0	915	0	0	0	0
Length:	0.08	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP2211-22								Payback:	0	0	0	0	0	0
County:	GREENE	**Pavement resurfacing and add shoulders from Rte. 13 to Rte. H.**							Engineering:	22	81	0	0	0	0
Route:	RT WW	Adv. CN:	605	State :	151	Local :	0	Estimated Total: 778	R/W:	0	0	0	0	0	0
Project No.:	8S3227	Anticipated Federal Funds : AC-STBG						Award Date : 10/2023	Construction:	0	675	0	0	0	0
Length:	3.52	Let With : 8S3226 8S3228						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : GR2207-22								Payback:	0	0	0	0	0	0
County:	VARIOUS	**Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.**							Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Federal:	0	State :	1,460	Local :	0	Estimated Total: 5,213	R/W:	7	0	0	0	0	0
Project No.:	5B0800X	Anticipated Federal Funds : STATE						Award Date : 2033	Construction:	0	0	0	0	0	0
Length:	0.00	Let With :						Future Cost : 1,001 - 2,000	FFOS:	7	0	0	0	0	0
MPO: Y	Tip No. : MO1105								Payback:	3,746	292	292	292	292	292

PAYBACK

2024 - 2028 Highway and Bridge Construction Schedule

												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior	7/2023	7/2024	7/2025	7/2026	7/2027
												Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:		VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.								Engineering:	0	0	0	0	0	0
Route:		VARIOUS	Federal:	198	State :	22	Local :	0	Estimated Total:	220	R/W:	0	0	0	0	0	0
Project No.:		8I3230	Anticipated Federal Funds :	SAFETY					Award Date :	/2024	Construction:	0	220	0	0	0	0
Length:		0.00	Let With :						Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2404									Payback:	0	0	0	0	0	0
County:		VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.								Engineering:	0	50	0	0	0	0
Route:		VARIOUS	Adv. CN:	203	State :	51	Local :	0	Estimated Total:	254	R/W:	0	0	0	0	0	0
Project No.:		8P3234	Anticipated Federal Funds :	AC-STBG					Award Date :	2/2024	Construction:	0	204	0	0	0	0
Length:		0.00	Let With :						Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2213-22									Payback:	0	0	0	0	0	0
County:		VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.								Engineering:	0	0	0	0	0	0
Route:		VARIOUS	Adv. CN:	768	State :	192	Local :	0	Estimated Total:	960	R/W:	0	0	0	0	0	0
Project No.:		8Q3231	Anticipated Federal Funds :	AC-STBG					Award Date :	/2024	Construction:	0	960	0	0	0	0
Length:		0.00	Let With :						Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2402-22									Payback:	0	0	0	0	0	0
County:		VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.								Engineering:	0	0	15	0	0	0
Route:		VARIOUS	Federal:	212	State :	23	Local :	0	Estimated Total:	235	R/W:	0	0	0	0	0	0
Project No.:		SU0068	Anticipated Federal Funds :	SAFETY					Award Date :	2025	Construction:	0	0	220	0	0	0
Length:		0.00	Let With :						Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2501									Payback:	0	0	0	0	0	0
County:		VARIOUS	Operations and management of Ozarks Traffic ITS in the urban Southwest District.								Engineering:	0	0	0	0	0	0
Route:		VARIOUS	Adv. CN:	765	State :	191	Local :	0	Estimated Total:	956	R/W:	0	0	0	0	0	0
Project No.:		SU0070	Anticipated Federal Funds :	AC-STBG					Award Date :	2025	Construction:	0	0	956	0	0	0
Length:		0.00	Let With :						Future Cost :	0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2502									Payback:	0	0	0	0	0	0

PAYMENT
PAYMENT
PAYMENT
PAYMENT

2024 - 2028 Highway and Bridge Construction Schedule

																			STATE FISCAL YEAR PROJECT BUDGETING					
																			Prior	7/2023	7/2024	7/2025	7/2026	7/2027
																			Prog	6/2024	6/2025	6/2026	6/2027	6/2028
County:		VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.															Engineering:	4	4	308	0	0	0
Route:		VARIOUS	Adv. CN:	1,559	State :	390	Local :	0	Estimated Total: 1,953									R/W:	0	0	0	0	0	0
Project No.:		SU0072	Anticipated Federal Funds : AC-STBG															Construction:	0	0	1,637	0	0	0
Length:		0.00	Let With :															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2307																Payback:	0	0	0	0	0	0
County:		VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.															Engineering:	15	122	0	0	0	0
Route:		VARIOUS	Adv. CN:	587	State :	147	Local :	0	Estimated Total: 749									R/W:	0	0	0	0	0	0
Project No.:		SU0118	Anticipated Federal Funds : AC-STBG															Construction:	0	612	0	0	0	0
Length:		0.00	Let With :															FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2308																Payback:	0	0	0	0	0	0

2024 - 2028 Highway and Bridge Construction Schedule

TMA : Y

Project Count : 72

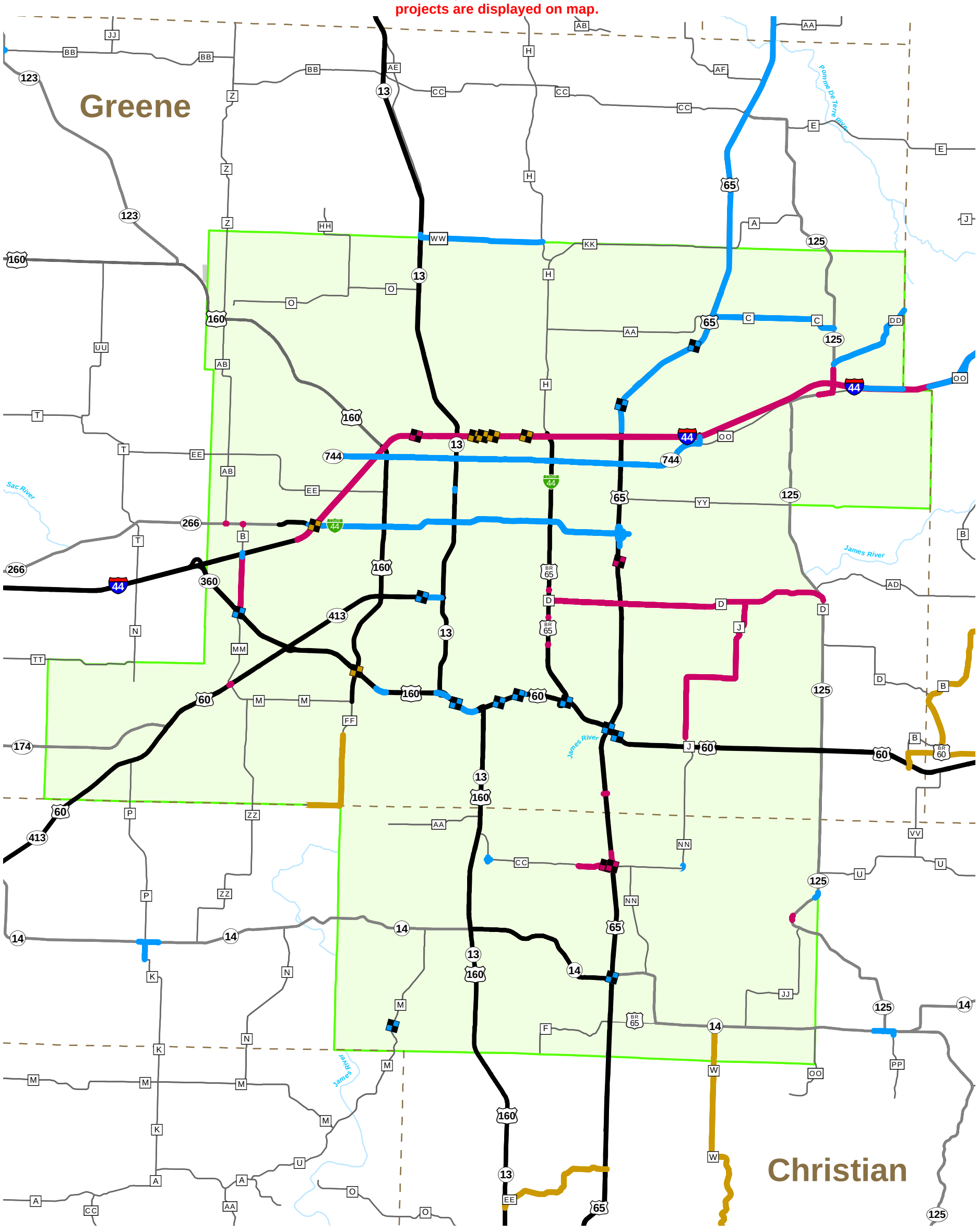
STATE FISCAL YEAR PROJECT BUDGETING	Prior Prog	7/2023 6/2024	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028
FFOS:	7	0	9,629	0	0	0
Total RW:	625	6,306	0	10,022	674	0
Total Construction:	0	48,774	100,128	37,217	51,042	35,805
Paybacks:	3,746	292	292	292	292	292
Sub-Total:	4,371	55,372	100,420	47,531	52,008	36,097
Total Engineering:	13,909	17,764	18,212	9,618	7,254	4,855
Grand Total:	18,280	73,136	118,632	57,149	59,262	40,952

	2024	2025	2026	2027	2028
State:	13,147	17,625	7,475	11,644	8,424
AC State:	18,707	33,810	2,366	6,109	0
Local:	0	5,205	0	0	0
Sub total:	31,854	56,640	9,841	17,753	8,424
Federal					
Sub-total Federal:	41,282	61,992	47,308	41,509	32,528
Grand Total:	73,136	118,632	57,149	59,262	40,952

Statewide Transportation Improvement Program
2024-2028
Southwest District-Ozarks Transportation Organization

Highway and Bridge Construction Projects

Only SFY 2024-2026
projects are displayed on map.



State Fiscal Year (July 1-June 30)

- 2024
- 2025
- 2026
- Urban Areas
- Missouri Major Roads
- Bridge
- Bridge
- Bridge
- Metropolitan Planning Org

Note: Bridge projects are displayed first. Other project overlaps will follow the order shown in the legend.

N W E S

0 1 2 4 Miles

TAB 7

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.F.

Draft FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FY 2024-2027 Transportation Improvement Program can be found on the OTO website - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program.

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The draft TIP was made available for public comment beginning on June 18, 2023. No comments were received from MoDOT and FTA, while FHWA recommended a correction on the Minority EJ map legend.

Several changes have been made to the TIP since recommendation by the Technical Planning Committee, who did include in their motion recognition that there might be adjustments before Board approval. The revised projects are included in this agenda section. Four changes were made to program funds that will help obligate the OTO STBG-U balance (GR1902, SP2404, SP2405, SP2406). Two projects had a funding source change (NX2101, NX2301), and one project had a funding source change and estimate update (EN2204). These changes were provided in a revised TIP to the public fifteen days in advance of the Board meeting. One additional change has also been included and that is to adjust the federal/state funding share on I-44, following the veto of $28 million in the state budget.

TIP SUBCOMMITTEE ACTION TAKEN:
At its meeting on June 6, 2023, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2024-2027 Transportation Improvement Program, with the understanding additional projects would be included upon scoring of OTO discretionary funding.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on June 21, 2023, the Technical Planning Committee recommended the Board of Directors approve the FY 2024-2027 Transportation Improvement Program including any subsequent and necessary changes to maximize the obligation of federal funds before August Redistribution and the end of the federal fiscal year.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the FY 2024-2027 Transportation Improvement Program, including the discussed changes."

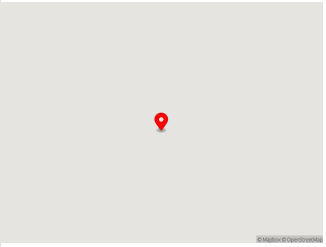
OR

"Move to ask staff to revisit the document to make these changes…"

Project Overview

7 Projects Listed

EN2204-23AM7 - CHADWICK FLYER PHASE II



Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$928,560

MoDoT ID
-

Federal ID
9901837

Project From
-

Project To
-

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

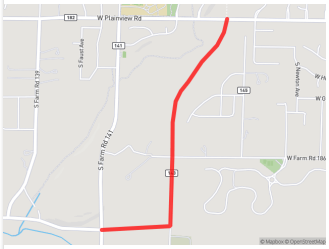
Project Description
Construction of Chadwick Flyer west of US 65 in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	$14,679	-	-	-	-	-	$14,679
Engineering	STBG-U (FHWA)	$58,716	-	-	-	-	-	$58,716
Total Engineering		$73,395	-	-	-	-	-	$73,395
Construction	Local	-	$171,033	-	-	-	-	$171,033
Construction	STBG-U (FHWA)	-	$684,132	-	-	-	-	$684,132
Total Construction		-	$855,165	-	-	-	-	$855,165
Total Programmed		**$73,395**	**$855,165**	**-**	**-**	**-**	**-**	**$928,560**

DRAFT

GR1902-20AM6 - KANSAS EXTENSION PHASE II



Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
Greene County

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$19,669,745

MoDoT ID
-

Federal ID
5909802

Project From
Plainview Road

Project To
Farm Road 190 at Cox Road

Project Considerations
Bike/Ped Plan

Project Description
New roadway from Plainview to Farm Road 190 at Cox Road with bicycle and pedestrian accommodations.

Funding Source Notes
Non-Federal Funding Source: Greene County Highway Department Road and Bridge Fund.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
ROW	Local	$733,949	-	-	-	-	-	$733,949
ROW	STBG-U (FHWA)	$2,935,796	-	-	-	-	-	$2,935,796
Total ROW		$3,669,745	-	-	-	-	-	$3,669,745
Construction	STBG-U (FHWA)	-	$12,800,000	-	-	-	-	$12,800,000
Construction	Local	-	$3,200,000	-	-	-	-	$3,200,000
Total Construction		-	$16,000,000	-	-	-	-	$16,000,000
Total Programmed		**$3,669,745**	**$16,000,000**	**-**	**-**	**-**	**-**	**$19,669,745**

DRAFT

NX2101-23AM4 - N. MAIN STREET

Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$2,341,432

MoDoT ID
-

Federal ID
9901831

Project From
north of Tracker Road

Project To
south of SH-CC

Project Considerations
Bike/Ped Plan

Project Description
North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$131,584	$38,702	-	-	-	-	$170,286
Engineering	Local	$32,896	$9,675	-	-	-	-	$42,571
Total Engineering		$164,480	$48,377	-	-	-	-	$212,857
ROW	STBG-U (FHWA)	-	$113,524	-	-	-	-	$113,524
ROW	Local	-	$28,381	-	-	-	-	$28,381
Total ROW		-	$141,905	-	-	-	-	$141,905
Construction	STBG-U (FHWA)	-	$1,589,336	-	-	-	-	$1,589,336
Construction	Local	-	$397,334	-	-	-	-	$397,334
Total Construction		-	$1,986,670	-	-	-	-	$1,986,670
Total Programmed		**$164,480**	**$2,176,952**	**-**	**-**	**-**	**-**	**$2,341,432**

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NX2301-20A5 - DOWNTOWN N. MAIN STREET

Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$257,516

MoDoT ID
-

Federal ID
9001839

Project From
Route 14

Project To
North Street

Project Considerations
Bike/Ped Plan

Project Description
Downtown Nixa Main Street Improvements from Route 14 to North Street.

Funding Source Notes
Non-Federal Funding Source: City of Nixa; FYI: Other funding of $206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Other	-	$206,000	-	-	-	-	$206,000
Engineering	Local	-	$51,516	-	-	-	-	$51,516
Total Engineering		-	$257,516	-	-	-	-	$257,516
Total Programmed		**-**	**$257,516**	**-**	**-**	**-**	**-**	**$257,516**

DRAFT

SP2404-24 - TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS

Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
ITS

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$3,062,500

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Transportation management system improvements in Springfield at various locations, including traffic signal controllers, traffic cabinet door security locks, traffic signal heads, accessible pedestrian signals, dynamic message signs, traffic monitoring CCTV cameras, vehicle detection systems, traffic network communications equipment, and rectangular rapid flashing beacons.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	$612,500	-	-	-	-	$612,500
Construction	STBG-U (FHWA)	-	$2,450,000	-	-	-	-	$2,450,000
Total Construction		-	$3,062,500	-	-	-	-	$3,062,500
Total Programmed		**-**	**$3,062,500**	**-**	**-**	**-**	**-**	**$3,062,500**

DRAFT

SP2405-24 - SPRINGFIELD PAVEMENT RESURFACING, VARIOUS ROUTES

Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Pavement

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$4,856,250

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Resurfacing of various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: Bike/Ped and EJ Needs Dependent on Locations

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	$3,885,000	-	-	-	-	$3,885,000
Construction	Local	-	$971,250	-	-	-	-	$971,250
Total Construction		-	$4,856,250	-	-	-	-	$4,856,250
Total Programmed		**-**	**$4,856,250**	**-**	**-**	**-**	**-**	**$4,856,250**

DRAFT

SP2406-24 - SPRINGFIELD ADA IMPROVEMENTS, VARIOUS ROUTES

Plan Revision
24PublicComment

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,456,250

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Sidewalk and intersection sidewalk ramp improvements on various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the Federal Aid System.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: Bike/Ped and EJ Needs Dependent on Locations

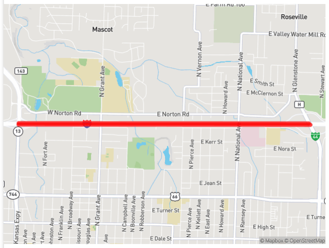
PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	$291,250	-	-	-	-	$291,250
Construction	STBG-U (FHWA)	-	$1,165,000	-	-	-	-	$1,165,000
Total Construction		-	$1,456,250	-	-	-	-	$1,456,250
Total Programmed		**-**	**$1,456,250**	**-**	**-**	**-**	**-**	**$1,456,250**

DRAFT

Project Overview

1 Projects Listed

SP2310-23 - I-44 ADD LANES AND REPLACE BRIDGES FROM KANSAS TO GLENSTONE IN SPRINGFIELD



Plan Revision
24PublicComment

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$46,284,000

MoDoT ID
JSU0076

Federal ID
0442344

Project From
Kansas Expressway (Rte. 13), Kansas Expy

Project To
Glenstone Avenue (Rte. H), Glenstone Ave

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

Project Description
Add lanes and replace bridges on I-44 from Kansas Expressway (Rte. 13) to Glenstone Avenue (Rte. H) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	$80,000	$177,900	$200,000	$693,000	-	-	$1,150,900
Engineering	NHPP (FHWA)	$720,000	$1,601,100	$1,800,000	$6,237,000	-	-	$10,358,100
Total Engineering		$800,000	$1,779,000	$2,000,000	$6,930,000	-	-	$11,509,000
Construction	MoDOT	-	-	-	$3,477,500	-	-	$3,477,500
Construction	NHPP (FHWA)	-	-	-	$31,297,500	-	-	$31,297,500
Total Construction		-	-	-	$34,775,000	-	-	$34,775,000
Total Programmed		**$800,000**	**$1,779,000**	**$2,000,000**	**$41,705,000**	**-**	**-**	**$46,284,000**

DRAFT

MoDOT/USDOT Comments on Draft FY 2024-2027 TIP

MoDOT

None

Federal Transit Administration

None

Federal Highway Administration

Overall, I would say this is a great TIP. Very descriptive, especially on the EJ and Title VI information as well as PM and fiscal constraint. I also appreciated the status of prior TIP projects not being carried over. Thanks!

- Adobe pg. 16 EJ Areas & TIP Location Map: The legend has the exact same interpretation listed for both the green and white/gray shapes (% Minority Pop Below Hexagon Avg). Is this purposeful? I ask because, if it is purposeful, why the differentiation in color categories for minority areas if it's all the same?

  OTO Response:
  This is a typo and we are correcting it. It should read similar to the Low-Income map, with the green hexbins above the average. Please see attached a revised map.

- Adobe pg 46 Prioritization Factors: Just curious for my own quick clarification (and this can be answered at a later time), how was the weight of max points for each factor determined? If there is a portion or page of the MTP that describes this, I'd be happy to utilize any reference you have. Forgive me as I am still trying to get acclimated with all MPO planning products and there are a lot to go through.

  OTO Response:
  The basis for the prioritization factors came from the STIP Prioritization Process that OTO conducts annually in coordination with MoDOT. And that had gone through several iterations as we started the MTP planning process. A few factors were added to the MTP prioritization factors in discussion with the Subcommittee, based on Goals, and due to the broader types of projects in the Plan as opposed to the annual STIP process. Appendix 2 in the MTP has the prioritization glossary and shows the range of points available for each factor.
  https://www.ozarkstransportation.org/uploads/documents/Amendment2_Destination2045_07212022.pdf

  The weights themselves were also decided through the MTP subcommittee. A survey of the subcommittee was used to gain consensus on the balance of points between each factor. The final discussion on this can be viewed at the beginning of the Destination 2045 Subcommittee meeting dated 4/29/2021 - as seen on our development page (if you scroll down the page, we

have videos of all of our meetings). https://www.ozarkstransportation.org/what-we-do/destination2045

- Adobe pg 249 Bridge Formula Program: Description font may need to be adjusted for consistency?

  OTO Response:
  Thanks for catching that, we've fixed it.

TAB 8

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.G.

2025-2029 Draft STIP Project Prioritization Criteria

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like for the committee to review the criteria and recommend any changes.

Included for review is the draft Prioritization Glossary which will define the criteria to be used for the next round of prioritization. The 2025-2029 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Several updates were made to the criteria in prior years and staff is not recommending any specific changes this year. The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- June through July 2023 – OTO staff **Score Projects**
- July through August 2032 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- September through December 2023 – OTO Approval of **STIP Priorities**
- January through March 2024 – MoDOT updates on proposed project programming
- March through May 2024 – OTO **TIP Programming** of STIP Projects
- May 2024 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2024 – OTO Board requested to **Endorse the STIP**
- July 2024 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on June 21, 2023, the Technical Planning Committee recommended the Board of Directors approve the STIP Prioritization Criteria as presented.

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 STIP Project Prioritization Criteria as presented."

OR

"Move to recommend the criteria are revised as follows…"

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

STIP PROJECT DEVELOPMENT PROCESS

STEP 1

PROJECT LIST FOR POSSIBLE INCLUSION IN TIP/STIP

(Community and Public Input)

APRIL-JUNE

STEP 2

PRIORITIZED PROJECT LIST

(Subcommittee scores and sorts list based on need)

JULY-NOVEMBER

STEP 3

DETERMINE AVAILABLE FUNDING AND PROJECT COSTS

(MoDOT estimates revenue and project costs for top projects)

DECEMBER- FEBRUARY

STEP 4

RECOMMEND PROJECTS FOR STIP

(Subcommittee makes recommendation based on available funding, type of funding, coordination with other projects, etc)

MARCH-JANUARY

STEP 5

ADOPT TIP/STIP

(MoDOT develops draft STIP using recommended projects and OTO adopts the TIP including those projects)

JUNE-JULY

NOTE: ALL PROJECTS MUST BE IN THE APPROVED FINANCIALLY CONSTRAINED LIST OF DESTINATION 2045

FY 2025-2029 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points
30,000 to 40,000 = 5 Points
20,000 to 30,000 = 4 Points
10,000 to 20,000 = 3 Points
0 to 10,000 = 2 Points

2. Safety

Safety Scores for Project Segments and Intersections (20 points possible)

The MoDOT Average 5-Year Accident Rate, 5-Year Fatality Average, and 5-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 5-year period from 2016 to 2020 were provided by the MoDOT Central Office in GIS Segment & Intersection files. The accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$$\frac{\text{Crashes}*100{,}000{,}000}{5\ [\text{yrs}]*\ 365[\text{days}]*\ [\text{AADT}]\ *\ [\text{Length}]}$$

The accident rate for State System Intersections are calculated by MoDOT according to the following formula:

$$\frac{\text{Crashes}*1{,}000{,}000}{5\ [\text{yrs}]*\ 365[\text{days}]*\ [\text{ENTERING\_VOLUME}]}$$

An average for accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

Actual Rate by Type			*5-Year Fatality Avg.*			*5-Year Injury Avg.*	
= > 1.5	*= 4*	+	*75th – 100th*	*= 4*	+	*75th – 100th*	*= 4*
> 1.5 and => 1	*= 3*	+	*50th – 75th*	*= 3*	+	*50th – 75th*	*= 3*
> 1 and => 0.5	*= 2*	+	*25th – 50th*	*= 2*	+	*25th – 50th*	*= 2*
> .5 – 0	*= 1*	+	*0th – 25th*	*= 1*	+	*0th – 25th*	*= 1*

The reclassed rank values for 5-Year accident rates, average fatality crashes, and disabling or suspected serious Injury crashes were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 2 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

Safety Score Value →	*Rescaled Safety Score →*	*Safety Score Multiplier →*	*Safety Points Awarded*
3	*1*	*x 2*	*2*
4	*2*	*X2*	*4*
5	*3*	*X2*	*6*
6	*4*	*X2*	*8*
7	*5*	*X2*	*10*
8	*6*	*X2*	*12*
9	*7*	*X2*	*14*
10	*8*	*X2*	*16*
11	*9*	*X2*	*18*
12	*10*	*X2*	*20*

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2019 or 2020 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2045 includes projects committed through 2020. The projected volume to capacity ratio for the 2045 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. **Congestion Management Future**

   Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points.
   Future volume-to-capacity ratios were calculated for opposing directions. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. **Environmental Justice**

   Environmental Justice Areas
   In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2016 – 2020 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

   Projects with selections that have a higher percentage of minorities than the OTO area as a whole = 2 points
   Project selections that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

7. **Multi-Modal (maximum of 3 points)**

   Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)
   No intermodal potential = 1 points
   Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes
   In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. **Freight Corridor Statewide Freight Plan**

   Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan
   Tier 1 = 2 Points
   Tier 2 = 1 Point

9. **Percentage Freight Traffic**

   Greater than 20% = 3

   Between 15% and 20% =2

   Between 10 and 15% = 1

10. **Travel Time**

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The

collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14
10.0 to 19.9 mph Below the Speed Limit = 10
5.0 to 9.9 mph Below the Speed Limit = 4
Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14
9.9 to 5 mph Below the Speed Limit = 10
4.9 to 0.1 mph Below the Speed Limit = 4
Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points
Bridge rated as a Condition 5 = 2 points

TAB 9

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.H.

FY 2025-2029 Draft STIP Prioritization Project List

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During June and July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members are asked to review the list and propose any additions.

BOARD OF DIRECTORS ACTION REQUESTED:
Members are asked to review the FY 2025-2029 Draft STIP Prioritization Project List.

FY 2024-2028 Proposed Projects for STIP Prioritization

2022 Priority	2021 Priority	Roadway	Project Description
ARTERIAL		BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements
		Campbell (South) & Plainview	(Public Comment)
		Campbell/JRF/Republic Rd	(Public Comment)
ARTERIAL		Chestnut Expwy	Kansas to National (City of Springfield)
		Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan
	56	Glenstone	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
		Glenstone & I-44	(Public Comment)
		Glenstone & Luster	(Public Comment)
	35	Glenstone/Evergreen	Intersection improvements/ped safety
		Hwy 13 & FR 94	Add J-turn at FR 94.
		Hwy 160 & Pembrook	Roundabout (Public Comment/City of Nixa)
	33	Hwy 60 & FR 189	New Interchange
		Hwy 65/Division	Interchange (Public Comment)
	117	I-244	Interstate Loop
I-44		I-44	Pavement rebuild at various locations from Rte. 13 (Kansas Expressway) to Rte. 65
I-44	1	I-44	I-44 Auxilliary lanes from Glenstone to Kansas Expwy with Ped Underpass
I-44		I-44	Widen to six lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)
I-44		I-44	Auxiliary lanes from Rte. H (Glenstone) to Rte. 65
I-44		I-44	Auxiliary lanes from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone
I-44		I-44	Auxiliary lanes from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway)
I-44	17	I-44	Capacity/Operational Improvements from 125 to 65
I-44		I-44	Widen to six lanes from Rte. 65 to Rte. 125
	49	I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)
		I-44	Widen to six lanes from Rte. 360 to Rte. MM
		I-44	Widen to six lanes from Rte. MM to Loop 44 (Chestnut Expressway)
		I-44 & Rte MM	Phase II interchange improvements at Route MM
	61	I-44/Mulroy	Interchange improvements
	73	I-44/US 160	Ramp improvements
	34	I-44/US 65	Phase II interchange improvements at Rte. 65
ARTERIAL	30	Kansas Expwy	Context Sensitive Improvements Division to Evergreen
ARTERIAL	10	Kansas Expwy	Context sensitive solution Chestnut to Grand
ARTERIAL	11	Kansas Expwy	Context sensitive solution Battlefield to Sunshine
	24	Kansas Expwy	Capacity, Safety, and Operational improvements Norton to OTO boundary
	20	Kansas Expwy	Context sensitive solution Chestnut to Division
ARTERIAL		Kansas Expwy & Sunshine	Capacity improvements at intersection extending south of Sunshine (City of Springfield)
ARTERIAL		Kansas Expwy/Mt. Vernon	Change from permitted/permitted-protected to protected /MoDOT SW Safety Plan
	81	Le Compte Rd/Rte YY	Intersection improvements
ARTERIAL		LP 44	Intersection improvements at Glenstone Ave. and Dale Street
		LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
		LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
		LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
	94	Main/FR 168	Four way stop/Flashing light
		MO 13	Intersection improvements at Kansas Expressway and Division Street
ARTERIAL		MO 13 (Kansas Expressway)	Safety, operational improvements, and pedestrian connectivity from I-44 to Grand

2022 Priority	2021 Priority	Roadway	Project Description
ARTERIAL		MO 13 (Kansas Expressway)	Widen to six lanes from Mt. Vernon Street to Grand Street
ARTERIAL		MO 13 (Kansas Expressway)	Intersection improvements at Route 413 (Sunshine St.)
ARTERIAL		MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Sunshine Street to Battlefield Road
ARTERIAL		MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Grand Street to Sunshine Street
	32	MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Battlefield Road to Rte. 60 (James River Freeway)
		MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard
		MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
		MO 13 (Kansas Expressway)/I-44	Phase II interchange improvements at Interstate 44 - WB Ramp
ARTERIAL		MO 13 at CST Bolivar Rd	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
	67	MO 413 - JRF to West Bypass	Six Lane
		MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan
ARTERIAL		MO 744	Kearney Street Phase II Safety and Intersection Improvements
ARTERIAL		MO 744	Intersection improvements at National Avenue
		Plainview & FR 141	(Public Comment)
ARTERIAL		RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
	105	RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from e/o I-44 to Route 160 (West Bypass)
		Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
	91	Rte 125	Safety Improvements FR 84 to OTO North Boundary
		Rte 125 N. of JJ	Improve curve delineation (e.g., add or improve signage, pavement markings, etc. in response to curve-related crashes)/MoDOT SW Safety Plan
		Rte 125/DD	(City of Strafford)
		Rte 125/Evergreen	(City of Strafford)
	103	Rte 125/FR 132	Intersection Improvements
	109	Rte 125/FR 84	Intersection Improvements
	86	Rte 125/OO South	Intersection Improvements
	31	Rte 125/Rte D	intersection improvements
		Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
	79	Rte 125/YY	Intersection Improvements
	21	Rte 14	NN to 3rd Bridge widening
	72	Rte 14	Capacity and Safety Improvements 14th Street to W
	57	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
	60	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
	75	Rte 14	Nicholas to OTO Western Limits
	104	Rte 14	Capacity and Safety Improvements W to JJ
		Rte 14 & 32nd	(Public Comment)
		Rte 14/Church	(City of Ozark) - including pedestrian improvements
	59	Rte 14/Fremont	Intersection improvements
	44	Rte 14/Oak	Intersection Improvements
	62	Rte 14/Rte W	Intersection Improvements
		Rte 160	4 lane to Pembrook (Public Comment)
	38	Rte 160/Division	Intersection improvements
	42	Rte 160/Mt Vernon	Intersection improvements
	53	Rte 160/Nichols	Intersection improvements
	77	Rte 174	Capacity Improvements Main to 60
	69	Rte 174/Boston Ave	Intersection Improvements

2022 Priority	2021 Priority	Roadway	Project Description
	70	Rte 174/Main St	Intersection Improvements
	110	Rte 266	Capacity & Safety improvements Rte B to Rte AB
	118	Rte 360	ITS Improvements from I-44 to 60
		Rte 413 & FR 115	(Public Comment)
		Rte 413 & West Bypass	Widen dual left turn lanes NB & WB (City of Springfield)
	99	Rte AA/Owen Rd	Intersection Safety Improvements
		Rte AB	Railroad grade separation
	108	Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266
		Rte AB	Add shoulders, realign curves, add turn lanes from Route 160 to Route B
	107	Rte AB	Safety Improvements from Rte 160 to EE in Willard
		Rte AB & FR 84	(Public Comment/City of Willard)
		Rte AB & FR 94	(Public Comment/City of Willard)
		Rte AB & Hwy 160	(Public Comment/City of Willard)
	83	Rte B	Capacity improvements from 266 to I-44
		Rte B & Rte 266	(Public Comment)
	65	Rte CC	Capacity and Safety Improvements Main to Cheyenne
		Rte CC	Widening and intersection improvements at various locations from Main Street to Fremont Road
	76	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
		Rte CC	Widening from US 160 to Main MoDOT
	63	Rte CC	Extension from Main to 160
		Rte CC & Fremont	(Public Comment)
		Rte CC & Old Castle	(Public Comment/City of Nixa)
ARTERIAL		Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan
	80	Rte EE	Safety improvements I-44 to Airport Blvd
		Rte EE & Willard S. Elementary	(Public Comment)
	71	Rte FF	Capacity Improvements through Battlefield
		Rte FF & Republic Rd	Six lane intersection (MoDOT)/Ped Crossing
		Rte FF & US 60	(Public Comment)
	84	Rte FF/ Weaver	Intersection Improvements
		Rte H	Widen from FR 94 to north of Valley Water Mill Road
	28	Rte J	Additional WB lane between Farmer Branch & 17th
	29	Rte J/NN	2 thru lanes EB/WB at intersection
	101	Rte M	Capacity Improvements ZZ to FF
	98	Rte M/FR 101	Operational improvements
	90	Rte M/FR 168	Safety/Capacity Improvements
	96	Rte MM	Capacity and Safety Improvements 360 to FR 160
60		Rte MM & US 60	Intersection improvements
		Rte MM Corridor (US 60 to I-44)	(Public Comment)
	93	Rte MM/MO 360	Bridge Widening at MO 360 interchange
	87	Rte MM/Sawyer	Intersection Improvements
		Rte NN	Realign curve south of Route 60
	112	Rte NN	Capacity and Safety Improvements Weaver to Jackson
	111	Rte NN	Capacity and Safety Improvements J to Pheasant
		Rte NN/FR 194	Intersection improvements

2022 Priority	2021 Priority	Roadway	Project Description
	102	Rte NN/Melton	Intersection improvements
	113	Rte NN/Sunset	Intersection improvements
	97	Rte OO	Center turn lane from Rte 125 N to Rte 125 S
		Rte OO (Willard)	(Public Comment)
	115	Rte P	Widen Main Street from Route 60 to FR 194
	116	Rte P	Center turn lane from US 60 to Lombardy
	114	Rte P/Miller Ave	Intersection Improvements
		Rte YY	Intersection improvements at FR 193
	43	Rte ZZ	Extension from M to 60 new intersection
		Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
	88	Rte ZZ/FR 174	Signal/Roundabout
	85	Rte ZZ/FR 178	Signal/Roundabout- Cost Share with Republic
	106	Rte ZZ/Repmo Dr	Signal/Roundabout
	40	US 160	Capacity Improvements from Plainview to AA
	55	US 160	Six lane from CC to 14
	52	US 160	Six-Lane from AA to CC
	51	US 160	Safety and Capacity 14 to OTO Southern Boundary
		US 160	Safety and operational improvements from Rte. 14 to the Finely River
	100	US 160	Widening from Jackson to Hwy 123
		US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
		US 160 (West Bypass)	Add signals and turn lanes at various locations on West Bypass from LP44 (Chestnut Exp) to Route 60 (James River Fwy.)
		US 160 (West Bypass)	Intersection improvements at Battlefield Road
	45	US 160/ FR146	Intersection Improvements
	36	US 160/Chestnut Expwy	Intersection improvements
	89	US 160/FR 123	Intersection Improvements
60	6	US 60	Safety and Capacity Improvements- MM to Rte 174
60		US 60	Various intersections from Hines Street to Bailey Ave.
60	4	US 60	Intersection Improvements from Main to JRF
60		US 60	Widen to six lanes from Bailey Ave./FR 170 to new Route MM/ZZ
60		US 60	Intersection improvements at Bailey Avenue
60		US 60	Widen to six lanes from Rte. 174 to Bailey Ave./FR 170
60	8	US 60	ITS from Route 65 to Route 125 (Rural project to extend from Rte. 125 to Rte. VV in Rogersville)
60		US 60	Intersection improvements at FR 107 and FR 107 grade crossing closure
		US 60	Upgrade to freeway from Routes NN/J to west of Route 125
60		US 60	Various intersections from Rte. P (Main St.) to Hines Street
		US 60	Intersection improvements at relocated Route MM/FR103
	50	US 60	Capacity and Safety Improvements west of Republic
	58	US 60	JRF- Capacity Improvements Kansas to West Bypass
		US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
60		US 60 & Hamilton	(Public Comment)
	37	US 60 (James River Freeway)	Northbound ramp improvement at Route 65
		US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
	13	US 60/Kansas Expwy	Interchange improvements
	26	US 60/National Ave	Interchange/Operational improvements

2022 Priority	2021 Priority	Roadway	Project Description
	14	US 60/US 65	Phase II interchange improvements at Rte. 65
	54	US 65	Longview Interchange
		US 65	Interchange improvements and bridge replacements at Business 65 (Chestnut Expressway)
	46	US 65/Chestnut Expwy	DDI operation w/ increasing development
		US 65/CRD 94	Install J-Turn, Offset left improvements already installed/MoDOT SW Safety Plan
	19	US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks)
	92	US 65/Rte AA	Intersection Improvements
		WB I-44 at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan

TAB 10

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM II.I.

Administrative Modifications 4, 5, and 6 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are 2 items included as part of Administrative Modification 4, 1 item as part of Administrative Modification 5, and 1 item as part of Administrative Modification 6 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification 4

1. N. Main Street (NX2101-23AM4)
   Programming congressionally-designated funding of $206,000 in place of STBG-U funding already programmed. The total programmed amount of $2,341,432 does not change.
2. Garrison Springs Trail (OK2303-23AM4)
   Changing federal funding source to TAP from CRP to correspond to the Programming Agreement. The total programmed amount of $550,000 does not change.

Basis for Administrative Modification
Minor changes to funding sources between federal funding categories or between state and local sources.

Administrative Modification 5

1. 5310 Traditional Projects Reserve 2021-2023 (MO1729-23AM5)
   The Ozark Senior Center was recommended by the Local Coordinating Board for Transit and the OTO Board of Directors to receive $56,193.76 in FTA Section 5310 funding to purchase one Ford Transit x2c 25-gallon standard medium roof extension conversion van. This vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. Match is provided by the Ozark Senior Center in the amount of $14,048.44.

Basis for Administrative Modification
Minor changes to funding sources between federal funding categories or between state and local sources.

Administrative Modification 6

1. Chadwick Flyer US 65 Crossing (OK2304-AM6)
   Funding category changes were made based on the MO-ARPA award from DED and to reflect the correct amount of STBG-U provided by Christian County. Funding between phases has been adjusted as well.

Basis for Administrative Modification

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

- *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
- *Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate).*

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

11 May 2023

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on May 11, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure

Administrative Modification 4 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

There are 2 items included as part of Administrative Modification 4 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. N. Main Street (NX2101-23AM4)
   Programming congressionally-designated funding of $206,000 in place of STBG-U funding already programmed. The total programmed amount of $2,341,432 does not change.
2. Garrison Springs Trail (OK2303-23AM4)
   Changing federal funding source to TAP from CRP to correspond to the Programming Agreement. The total programmed amount of $550,000 does not change.

Basis for Administrative Modification

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

Project Overview

2 Projects Listed

NX2101-23AM4 - N. MAIN STREET

Plan Revision
23AM4

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$2,341,432

MoDoT ID
-

Federal ID
9901831

Project From
north of Tracker Road

Project To
south of SH-CC

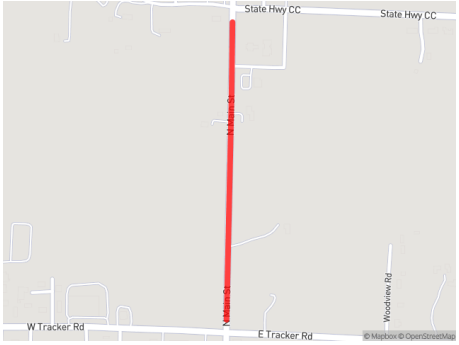
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
North Main Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC.

Funding Source Notes
FYI: Other funding of $206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023); Non-Federal Funding Source: City of Nixa

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	$170,286	-	-	-	-	$170,286
Engineering	Local	-	$42,571	-	-	-	-	$42,571
Total Engineering		-	$212,857	-	-	-	-	$212,857
ROW	STBG-U (FHWA)	-	$113,524	-	-	-	-	$113,524
ROW	Local	-	$28,381	-	-	-	-	$28,381
Total ROW		-	$141,905	-	-	-	-	$141,905
Construction	Other	-	$206,000	-	-	-	-	$206,000
Construction	STBG-U (FHWA)	-	$1,383,336	-	-	-	-	$1,383,336
Construction	Local	-	$397,334	-	-	-	-	$397,334
Total Construction		-	$1,986,670	-	-	-	-	$1,986,670
Total Programmed		**-**	**$2,341,432**	**-**	**-**	**-**	**-**	**$2,341,432**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	ID changed from "NX2101-20AM7" to "NX2101-23AM4" Plan Revision Name changed from "23Adopted" to "23AM4" Funding Source Notes changed from "Non-Federal Funding Source: City of Nixa" to "FYI: Other funding of $206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023); Non-Federal Funding Source: City of Nixa"
FUNDING CHANGES	**STBG-U (FHWA)** - Decrease funds in FY 2023 in CON from $1,589,336 to $1,383,336 **Other** + Increase funds in FY 2023 in CON from $0 to $206,000
FEDERAL PROJECT COST	Decreased from $1,873,146 to $1,667,146 (-11.00%)
TOTAL PROJECT COST	Stays the same $2,341,432



OK2303-23AM4 - GARRISON SPRINGS TRAIL

Plan Revision
23AM4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$550,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

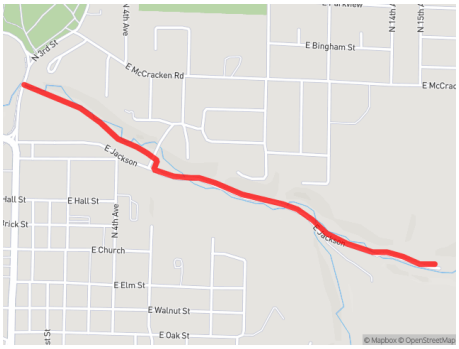
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.

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

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	Local	-	$110,000	-	-	-	-	$110,000
Construction	TAP (FHWA)	-	$440,000	-	-	-	-	$440,000
Total Construction		-	$550,000	-	-	-	-	$550,000
Total Programmed		**-**	**$550,000**	**-**	**-**	**-**	**-**	**$550,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	ID changed from "OK2303-23A3" to "OK2303-23AM4" Plan Revision Name changed from "23A3" to "23AM4"
FUNDING CHANGES	**CRP (FHWA)** - Decrease funds in FY 2023 in CON from $440,000 to $0 **TAP (FHWA)** + Increase funds in FY 2023 in CON from $0 to $440,000
FEDERAL PROJECT COST	Stays the same $440,000
TOTAL PROJECT COST	Stays the same $550,000



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	$15,216,048	$15,216,048	$15,216,048	$15,216,048	**$60,864,192**
O&M (620.35 miles * $5,291/mile)	($3,282,272)	($3,331,506)	($3,381,479)	($3,432,201)	**($13,427,458)**
TIP Programmed Funds All Jurisdictions	($16,680,122)	($11,189,488)	($1,162,170)	($1,077,005)	**($30,108,785)**
Other Committed Funds All Jurisdictions	$53,997,353	$53,997,353	$53,997,353	$53,997,353	**$215,989,412**
TOTAL	**$49,251,007**	**$54,692,407**	**$64,669,752**	**$64,704,195**	**$233,317,361**

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	$1,240,000	$0	$0	$0
BRO (FHWA)	$924,000	$1,988,270	$48,000	$36,000
CRISI (FRA)	$343,000	$0	$0	$0
CRP (FHWA)	$440,000	$0	$0	$0
CRRSAA (FHWA)	$2,684,230	$0	$0	$0
FLAP (FHWA)	$870,000	$0	$0	$0
I/M (FHWA)	$90,000	$90,000	$135,000	$135,000
NHPP (FHWA)	$45,741,202	$16,161,600	$49,382,700	$22,444,000
SAFETY (FHWA)	$21,365,243	$6,519,600	$815,100	$27,000
STAP (FHWA)	$644,000	$331,000	$0	$0
STBG (FHWA)	$8,894,671	$4,351,002	$179,200	$19,200
STBG-U (FHWA)	$14,904,803	$10,912,350	$4,596,679	$268,018
TAP (FHWA)	$3,250,970	$161,989	$374,000	$0
Federal Subtotal	$101,392,119	$40,515,811	$55,530,679	$22,929,218
STATE				
MoDOT	$20,537,221	$13,096,848	$15,013,701	$7,509,200
MoDOT-AC	$20,923,791	$28,341,188	$30,275,208	$6,273,600
MoDOT-GCSA	$653,000	$0	$0	$0
MoDOT O&M	$5,935,528	$6,024,561	$6,114,930	$6,206,654
State Subtotal	$48,049,540	$47,462,597	$51,403,839	$19,989,454
LOCAL/OTHER				
Local	$16,680,122	$11,189,488	$1,162,170	$1,077,005
Other	$10,562,010	$0	$0	$0
Local/Other Subtotal	$27,242,132	$11,189,488	$1,162,170	$1,077,005
Total	**$176,683,791**	**$99,167,896**	**$108,096,688**	**$43,995,677**

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	$19,735,000	$113,692,000	$67,927,000	$93,213,000	$68,902,007	**$363,469,007**
Federal Discretionary Funding	$1,213,000	$0	$0	$0	$0	**$1,213,000**
Available Operations and Maintenance Funding	$0	$5,935,528	$6,024,561	$6,114,930	$6,206,654	**$24,281,673**
Funds from Other Sources (inc. Local)	$0	$27,242,132	$11,189,488	$1,162,170	$1,077,005	**$40,670,795**
Available Suballocated Funding	$15,364,104	$9,352,020	$9,539,060	$9,729,841	$9,924,438	**$53,909,464**
TOTAL AVAILABLE FUNDING	$36,312,104	$156,221,680	$94,680,110	$110,219,941	$86,110,104	**$483,543,939**
Carryover		$36,312,104	$15,849,993	$11,362,206	$13,485,460	--
Programmed State and Federal Funding		($176,683,791)	($99,167,896)	($108,096,688)	($43,995,677)	**($427,944,052)**
TOTAL REMAINING	**$36,312,104**	**$15,849,993**	**$11,362,206**	**$13,485,460**	**$55,599,887**	**$55,599,887**

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

18 May 2023

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on May 18, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure

Administrative Modification 5 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 5 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. 5310 Traditional Projects Reserve 2021-2023 (MO1729-23AM5)

   The Ozark Senior Center was recommended by the Local Coordinating Board for Transit and the OTO Board of Directors to receive $56,193.76 in FTA Section 5310 funding to purchase one Ford Transit x2c 25-gallon standard medium roof extension conversion van. This vehicle will support their client-based transportation services for seniors and individuals with disabilities in Ozark and Christian County. Match is provided by the Ozark Senior Center in the amount of $14,048.44.

   Basis for Administrative Modification

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

Project Overview

1 Projects Listed

MO1729-23AM5 - 5310-TRADITIONAL PROJECTS RESERVE 2021-2023

Plan Revision
23AM5

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$800,841

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2021-2023.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Ozark Senior Center - $14,048.44, Other-Provided Upon Award of Funding; FYI: Administered by MoDOT

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Capital	Local	-	$160,168	-	-	-	-	$160,168
Capital	5310-Capital (FTA)	-	$640,673	-	-	-	-	$640,673
Total Capital		-	$800,841	-	-	-	-	$800,841
Total Programmed		**-**	**$800,841**	**-**	**-**	**-**	**-**	**$800,841**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources, Reflect vehicle award to Ozark Senior Center and local match of $14,048.44. due to Ozark Senior Center was awarded $56,193.76 in 5310 funding by the OTO BOD on 5/18/2023 and the match provided is $14,048.44.
PROJECT CHANGES	ID changed from "MO1729-19A4" to "MO1729-23AM5" Plan Revision Name changed from "23Adopted" to "23AM5" Funding Source Notes changed from "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT" to "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Ozark Senior Center - $14,048.44, Other-Provided Upon Award of Funding; FYI: Administered by MoDOT"
FUNDING CHANGES	**5310-Capital (FTA)** - Decrease funds in FY 2023 in CAP from $640,673 to $584,479 + Increase funds in FY 2023 in CAP from $0 to $56,194 **Local** - Decrease funds in FY 2023 in CAP from $160,168 to $146,120 + Increase funds in FY 2023 in CAP from $0 to $14,048
FEDERAL PROJECT COST	Stays the same $640,673
TOTAL PROJECT COST	Stays the same $800,841

Section 5310 Funding Application

APPLICATION CHECK LIST

__X__ Complete application Parts I, II, and III and Appendices A through R.

__X__ Copy of Federal or State tax exempt letter.

__X__ For Vehicles request please include Insurance carrier, amounts of coverage and premium rate.

__N/A__ Proof of audits for your three most recent fiscal years or on file with MoDOT.

__X__ Letter of support from transportation providers and agencies in your service area that serve the same type of needs.

__IN Process__ New Unique Entity ID provided by SAM.gov.

As of April 4, 2022, the federal government stopped using the DUNS Number to uniquely identify entities. Entities doing business with the federal government use the Unique Entity ID created in SAM.gov.

__X__ Current Certificate of Good Standing from the Missouri Secretary of State.

Obtained from the Corporate Division (573) 751-4153 or print a copy from the website: https://www.sos.mo.gov/business/corporations/generalInfo #goodStanding.

STANDARD ASSURANCES

The following appendices must be signed and included with this application and labeled in the following order:

__X__ **Appendix A** Letter of Confirmation of Local Match and Operating Expenses

__X__ **Appendix B** Authorizing Resolution for Nonprofit Corporations

__X__ **Appendix C** Section 5310 Standard Assurances

__X__ **Appendix D** Charter Bus

__X__ **Appendix E** School Bus

__X__ **Appendix F** Energy Conservation

__X__ **Appendix G** Clean Water

__X__ **Appendix H** Lobbying

__X__ **Appendix I** Federal Changes

__X__ **Appendix J** Clean Air

__X__ **Appendix K** No Government Obligation to Third Parties

__X__ **Appendix L** Program Fraud and False or Fraudulent Statements and Related Acts

__X__ **Appendix M** Termination

__X__ **Appendix N** Government-Wide Debarment Suspension

__X__ **Appendix O** Civil Rights

__X__ **Appendix P** Breaches and Dispute Resolution

__X__ **Appendix Q** State and Local Law Disclaimer

__X__ **Appendix R** Incorporation of Federal Transit Administration (FTA) Terms

__X__ **Appendix S** Worker Eligibility Verification Affidavit

PART I: APPLICANT INFORMATION

Applicant Information: *Please provide the following information, do not leave any part blank.*

1. ORGANIZATION CONTACT

Organization	Ozark Senior Center
List all DBA Names	
Contact Person	Marcia Temple

2. MAIN ADDRESS

Street Address	727 N 9th Street				
Suite Address					
P.O. Box					
City:	Ozark	State:	MO	Zip Code + 4:	65721
County	Christian				

3. PHONE NUMBER AND FAX NUMBER

417-581-2538	417-581-0409
Phone	Fax

4. E-MAIL ADDRESS

ozark.senior.center727@outlook.com

5. WEBSITE ADDRESS

www.ozarkseniorcenter.com

6. **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT** (FFATA) INFO

Unique Entity Identifier	In Progress
Federal Employer Identification Number **(FEIN)**	Redacted
US Congressional District	7

7. EXECUTIVE COMPENSATION QUESTION FOR FFATA

Does sub-recipient/applicant agency annual gross revenue exceed 80 percent or more in federal awards? **Enter YES/NO**	NO
Does sub-recipient/applicant agency annual revenue equal or exceed $25,000,000? **Enter YES/NO**	NO

Note: *If you answer yes to both questions, then please provide the names and annual income of the top five (5) compensated individuals in the organization.*

PART II: PROJECT TYPE AND BUDGET

Please provide

Title of Project: Vehicle Procurement

PROJECT TYPE:

☒ **Vehicle Purchase** *(See MoDOT General Service Division web page for possible vehicle floor plan(s) and associated cost)*

Requested Model and Floor Plan:	Ford Transit x2c 25 gal standard medium roof ext conversion van ada accessible w/catalytic converter deterrent
Quantity Requested:	1

Requested vehicle(s) is:

☒ Additional New Vehicle(s)

☐ Replaces Existing Vehicle(s) (*Please Provide Information Below*)

Number of Years Existing Vehicle has been in Revenue Service:	
Current Mileage of Existing Vehicle:	

☐ **Capital and Operating Project**

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable daily transit for senior citizens, veterans, and individuals with disabilities. These projects may achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*).

☐ General public transportation projects that exceed ADA requirements, such as improved access, increase complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation

☐ Public transportation projects that exceed the requirements of ADA

☐ Public transportation projects that improve accessibility

☐ Public transportation alternatives that assist seniors and individuals with disabilities with transportation

☐ Support facilities and equipment

☐ Support for Mobility Management and Coordination Programs

☐ Feeder service

PROJECT BUDGET:

Price of Individual Vehicle Requested:	$70,242.20
Quantity Requested:	1
Total Funding Requested For This Project:	70,242.20
Requested Federal Funding *(Max 80%)*:	56,193.76
Local Match *(Min. 20%)*:	14,048.44

PART III: PROJECT DESCRIPTION

Project Description: Please provide a project description by answering the following questions. Include as much information as necessary to clearly explain the project's eligibility. Each application will be given a score as indicated by the Project Evaluation Criteria on page 8.

A. Describe the project request. A description of planned services, locations to be served, and overall need is required.

This vehicle would service Eastern Christian County, allowing for more flexibility in the way we service the senior and senior disabled community. Our service area covers approximately 400 square miles. Currently, we can only haul 1 wheelchair and 3 fully mobile individuals at a time. With the added wheelchair accessible van, we could transport more handicapped individuals at any given time as well as others that are fully mobile, making us more flexible and economical with our transportation. Currently, we can only transport 1 wheelchair at a time, so we have to turn down some who have needs, or have them reschedule at a time when the van is not being used.

B. Describe the mobility service provided and how the proposed vehicle would be used if this project replaces an existing unreliable or high mileage vehicles to maintain existing service.

Initially the new vehicle would be an addition to our current fleet. However, our current wheelchair van is aging and has quite a few miles on it, so ultimately, this new addition could become a replacement for the aging van in the future.

C. Describe how this project would support services of established agencies.

Ozark Senior Center offers cost-free rides to the seniors of Christian County to visit the center for meals and socialization, medical appointments in Ozark and neighboring towns, trips to the grocery store, and the occasional social trip. We have multiple seniors that are wheelchair bound in our area, so it is difficult to manage the schedule to accommodate their specific needs. This added van, with the capability of carrying more than 1 wheelchair as well as multiple other passengers would help improve our services.

D. Discuss how this project would maintain or increase ADA amenities offered by your agency.

As our other wheelchair van ages and acquires more miles, its usefulness may diminish. The new van would be an "addition" to our current wheelchair van initially and would allow us to transport 3x the number of handicapped individuals at any given time.

E. Describe how this project would provide service to an area not previously serviced.

N/A

F. **Describe how this project would provide for an increased number of passengers served per week and discuss increased service in terms of frequency.** *Note: Increased service is not required.*

The addition of this van to our fleet would allow us to transport 3 wheelchair bound seniors at any given time, as well as allowing for more mobile individuals to travel with the wheelchair bound.

G. **Describe how this project creates new intercity connections and allows people to travel throughout the region.**

The addition of this multi-wheelchair van would allow us to service more seniors with disabilities daily to the surrounding towns.

H. **Describe how this project allows individuals to travel outside of normal business hours, including nights and weekends.**

N/A

I. **Describe how this project expands ADA accessibility to public transportation.**

OSC transportation services parts of the county that other transportation companies, such as OATS, do not. Therefore, it is important that we meet handicapped seniors needs when others can't.

J. **Describe if the applicant has been awarded a vehicle in the past two years.**

N/A

K. **Describe how this project would be in alignment with the Transit Coordination Plan strategies of (1) Education, (2) Improve Mobility Services and Infrastructure, (3) Expand Mobility Services and Infrastructure, and (4) Regionalize Available Services.**

Our center's attendance is growing rapidly as the senior population expands in our county due to move-ins and aging-in seniors. With this expansion, the need for handicapped transportation is increasing and will continue to do so as our current clientele also ages and loses mobility.

L. **Describe how this project would provide a person flexibility in travel, including same day trips and/or flexible scheduling options.**

Currently we can only transport 1 wheelchair per trip.... We have a wheelchair bound dialysis patient who lives about 25 minutes east of our center who has dialysis 3x per week in Nixa. His transportation utilizes a good chunk of the day, as he takes precedence over other rides due to his health. If we had an additional wheelchair van, we could accommodate others who need the use of the wheelchair van, making trips

easier for them to schedule with us.

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

2 June 2023

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Six to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on June 2, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure

Administrative Modification 6 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 6 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint.

1. Chadwick Flyer US 65 Crossing (OK2304-AM6)
   Funding category changes were made based on the MO-ARPA award from DED and to reflect the correct amount of STBG-U provided by Christian County. Funding between phases has been adjusted as well.

Basis for Administrative Modification

- *Minor changes to funding sources between federal funding categories or between state and local sources.*
- *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
- *Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate).*

Project Overview

1 Projects Listed

OK2304-23AM6 - CHADWICK FLYER US 65 CROSSING

Plan Revision
23AM6

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
No Status Available

Total Cost
$3,750,000

MoDoT ID
-

Federal ID
9901849

Project From
-

Project To
-

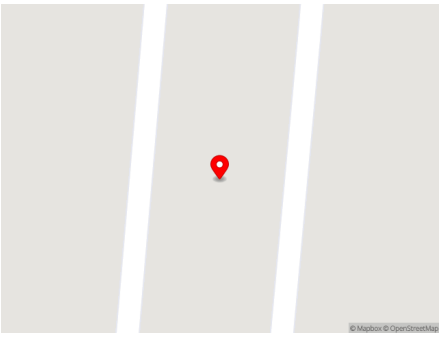
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: $375,000 Christian County STBG-U

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	Local	-	$111,129	-	-	-	-	$111,129
Engineering	STBG-U (FHWA)	-	$300,000	-	-	-	-	$300,000
Engineering	TAP (FHWA)	-	$144,515	-	-	-	-	$144,515
Total Engineering		-	$555,644	-	-	-	-	$555,644
ROW	Local	-	$34,750	-	-	-	-	$34,750
ROW	STBG-U (FHWA)	-	$19,600	-	-	-	-	$19,600
ROW	Other	-	$201,550	-	-	-	-	$201,550
ROW	TAP (FHWA)	-	$19,600	-	-	-	-	$19,600
Total ROW		-	$275,500	-	-	-	-	$275,500
Construction	TAP (FHWA)	-	-	$1,335,885	-	-	-	$1,335,885
Construction	MO-ARPA	-	-	$1,179,750	-	-	-	$1,179,750
Construction	Other	-	-	$43,700	-	-	-	$43,700
Construction	Local	-	-	$304,121	-	-	-	$304,121
Construction	STBG-U (FHWA)	-	-	$55,400	-	-	-	$55,400
Total Construction		-	-	$2,918,856	-	-	-	$2,918,856
Total Programmed		**-**	**$831,144**	**$2,918,856**	**-**	**-**	**-**	**$3,750,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to $2,000,000) - Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Minor changes to funding sources between federal funding categories or between state and local sources - Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate)
PROJECT CHANGES	ID changed from "OK2304-23AM3" to "OK2304-23AM6" Plan Revision Name changed from "23AM3" to "23AM6" Funding Source Notes changed from "Non-Federal Funding Source: Christian County ($75,000) and City of Ozark ($375,000); FYI: $300,000 Christian County STBG-U" to "Non-Federal Funding Source: City of Ozark; FYI: $375,000 Christian County STBG-U"
FUNDING CHANGES	**Local** + Increase funds in FY 2023 in ENG from $100,015 to $111,129 - Decrease funds in FY 2023 in ROW from $56,000 to $34,750 - Decrease funds in FY 2023 in CON from $293,985 to $0 + Increase funds in FY 2024 in CON from $0 to $304,121 **STBG-U (FHWA)** + Increase funds in FY 2023 in ROW from $0 to $19,600 + Increase funds in FY 2024 in CON from $0 to $55,400 **TAP (FHWA)** + Increase funds in FY 2023 in ENG from $100,059 to $144,515 - Decrease funds in FY 2023 in ROW from $224,000 to $19,600 - Decrease funds in FY 2023 in CON from $1,175,941 to $0 + Increase funds in FY 2024 in CON from $0 to $1,335,885 **Other** + Increase funds in FY 2023 in ROW from $0 to $201,550 + Increase funds in FY 2024 in CON from $0 to $43,700 **MO-ARPA** - Decrease funds in FY 2023 in CON from $1,500,000 to $0 + Increase funds in FY 2024 in CON from $0 to $1,179,750
FEDERAL PROJECT COST	Increased from $1,800,000 to $1,875,000 (4.17%)
TOTAL PROJECT COST	Stays the same $3,750,000



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	$15,216,048	$15,216,048	$15,216,048	$15,216,048	**$60,864,192**
O&M (620.35 miles * $5,291/mile)	($3,282,272)	($3,331,506)	($3,381,479)	($3,432,201)	**($13,427,458)**
TIP Programmed Funds All Jurisdictions	($16,478,001)	($11,493,609)	($1,162,170)	($1,077,005)	**($30,210,785)**
Other Committed Funds All Jurisdictions	$53,997,353	$53,997,353	$53,997,353	$53,997,353	**$215,989,412**
TOTAL	**$49,453,128**	**$54,388,286**	**$64,669,752**	**$64,704,195**	**$233,215,361**

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	$1,240,000	$0	$0	$0
BRO (FHWA)	$924,000	$1,988,270	$48,000	$36,000
CRISI (FRA)	$343,000	$0	$0	$0
CRP (FHWA)	$440,000	$0	$0	$0
CRRSAA (FHWA)	$2,684,230	$0	$0	$0
FLAP (FHWA)	$870,000	$0	$0	$0
I/M (FHWA)	$90,000	$90,000	$135,000	$135,000
NHPP (FHWA)	$45,741,202	$16,161,600	$49,382,700	$22,444,000
SAFETY (FHWA)	$21,365,243	$6,519,600	$815,100	$27,000
STAP (FHWA)	$644,000	$331,000	$0	$0
STBG (FHWA)	$8,894,671	$4,351,002	$179,200	$19,200
STBG-U (FHWA)	$15,332,403	$10,967,750	$4,596,679	$268,018
TAP (FHWA)	$1,915,085	$1,497,874	$374,000	$0
Federal Subtotal	$100,483,834	$41,907,096	$55,530,679	$22,929,218
STATE				
MoDOT	$20,537,221	$13,096,848	$15,013,701	$7,509,200
MoDOT-AC	$20,923,791	$28,341,188	$30,275,208	$6,273,600
MoDOT-GCSA	$653,000	$0	$0	$0
MoDOT O&M	$5,935,528	$6,024,561	$6,114,930	$6,206,654
State Subtotal	$48,049,540	$47,462,597	$51,403,839	$19,989,454
LOCAL/OTHER				
Local	$16,478,001	$11,493,609	$1,162,170	$1,077,005
Other	$9,263,560	$1,223,450	$0	$0
Local/Other Subtotal	$25,741,561	$12,717,059	$1,162,170	$1,077,005
Total	**$174,274,935**	**$102,086,752**	**$108,096,688**	**$43,995,677**

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	$19,735,000	$113,692,000	$67,927,000	$93,213,000	$68,902,007	**$363,469,007**
Federal Discretionary Funding	$1,213,000	$0	$0	$0	$0	**$1,213,000**
Available Operations and Maintenance Funding	$0	$5,935,528	$6,024,561	$6,114,930	$6,206,654	**$24,281,673**
Funds from Other Sources (inc. Local)	$0	$25,741,561	$12,717,059	$1,162,170	$1,077,005	**$40,697,795**
Available Suballocated Funding	$15,364,104	$9,352,020	$9,539,060	$9,729,841	$9,924,438	**$53,909,464**
TOTAL AVAILABLE FUNDING	$36,312,104	$154,721,109	$96,207,681	$110,219,941	$86,110,104	**$483,570,939**
Carryover		$36,312,104	$16,758,278	$10,879,206	$13,002,460	--
Programmed State and Federal Funding		($174,274,935)	($102,086,752)	($108,096,688)	($43,995,677)	**($428,454,052)**
TOTAL REMAINING	**$36,312,104**	**$16,758,278**	**$10,879,206**	**$13,002,460**	**$55,116,887**	**$55,116,887**

TAB 11

BOARD OF DIRECTORS AGENDA 07/20/2023; ITEM I.D.

Public Comment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under Tab 11 of the agenda packet, for Board member review, are Public Comments for the time frame between May 18, 2023 and July 12, 2023. Any additional public comment received by July 20, 2023 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

PUBLIC COMMENT

Area of concern: **Growth Rate along Highway MM**

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

Date received: **05/22/2023** *Received through:* **Email**

Contact Name: **Troy Dunlap** *Contact Email/Ph #:* **tdunlap@smallarrow.com**

Email comment

We are working on a traffic study along Hwy MM at the James River Freeway Interchange for a development on the NE quadrant of the interchange.

MoDOT said a previous study in the area used a 2.2% growth rate along Hwy MM, but suggested I confirm that number with the OTO.

Is this the same rate of growth for James River Freeway?

Thank you.

OTO Response

Hello Troy, I apologize for not getting back to you earlier. I'm not sure if you mean 2.2% annual growth rate?

- **The MoDOT 2022 AADT/OTO 2045 Model ADT on MM is 7,692/10,818.**
- **On James River Freeway from West Bypass/Rte FF to 413 it is 32,032/34,720**
- **and 19,751/22,243 on MO 360 from 413 to MM.**

I can't get the JRF numbers to work. This would be much lower than 2.2%. It's more like 0.5% annually. MM is about right though. The study we have from MoDOT for MM does not mention a 2.2% growth rate. If you ever need any other information, please let me know.

Thank you and have a great day,
Dave Faucett,
GIS Analyst

PUBLIC COMMENT

Area of concern: **Mark Twain Neighborhood On Demand Transit for Disabled**

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

Date received: **06/05/2023** *Received through:* **Email**

Contact Name: **James C** *Contact Email/Ph #:* **wheelchairguy1986@gmail.com**

Comment:

Hi to whom it may concern I live in the mark Twain neighborhood in Springfield and I live in an apartment complex we are all disabled and some in electric wheelchairs and I think it would benefit everyone if we had an on demand app transportation service like Uber with wheelchair vans so it would be easier to get to and from work/errands outside of access express which is a great service but something that goes until 1 or 2 am but is still public transportation.

OTO Response:

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

PUBLIC COMMENT

Area of concern: **Pedestrian Crosswalks**

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

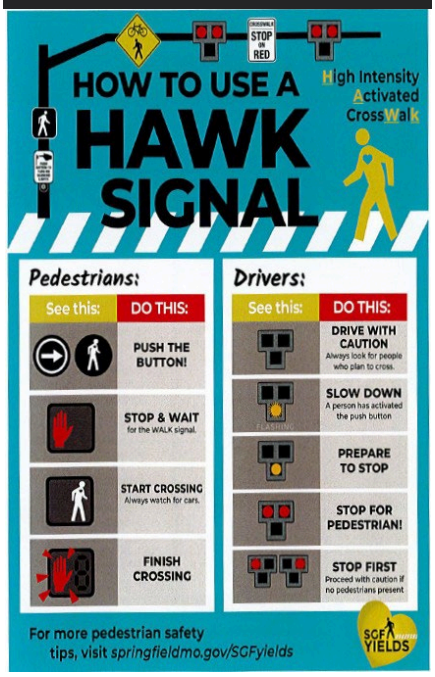
Date received: **06/07/2023** ***Received through:*** **Facebook**

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

Original Facebook Post

Ozarks Transportation Organization
2h

Information on how to use a HAWK (High Intensity Activated Crosswalk) Signal. Thanks **SGF Yields** for the information! Drivers and pedestrians working together to keep each other safe.



Facebook Thread

Carolyn McGhee
These have an audio component but got to be careful the signals don't interfere with blind pedestrians' ability to hear vehicles: cars have been getting quieter for decades.
Like Reply Hide Send message 27m

Ozarks Transportation Organization
Carolyn McGhee Thank you for this information, Carolyn!
Like Reply 8m

Carolyn McGhee
Ozarks Transportation OrganizationI'm not sure it's come up here but doing a PSA on the reason for the sound an electric vehicle makes would be a good idea. The sound is there to alert blind pedestrians to the vehicle's presence when at low speeds or stopped (though if the motor turns off this doesn't help or when e-bikes and escooters are on the sidewalk blind pedestrians don't have enough time to react).
Like Reply Hide Send message 3m

Ozarks Transportation Organization
Carolyn McGhee Good idea, Carolyn. Thank you!
Like Reply 1m

PUBLIC COMMENT

Area of concern: **Pedestrian Crosswalks**

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

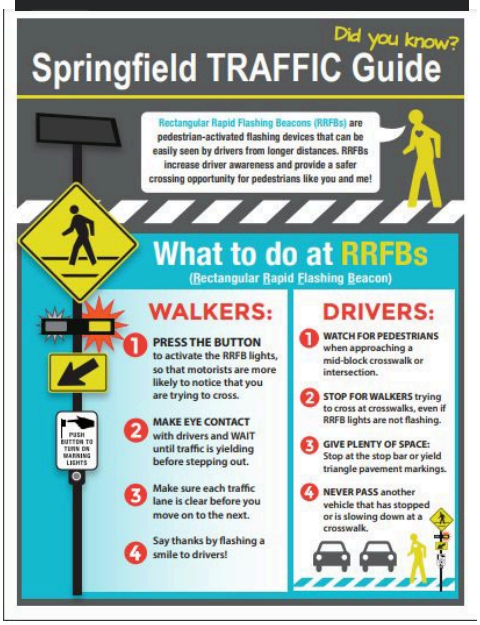
Date received: **06/07/2023** ***Received through:*** **Facebook**

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

Original Facebook Post

Ozarks Transportation Organization
2h ·

Have you seen an RRFBs (Rectangular Rapid Flashing Beacon) and wondered what to do? **SGF Yields** has provided an overview of what walkers and drivers should do. See below for more information. We are one great community and want to work together to keep each other safe.



Facebook Thread

Carolyn McGhee
The ones I've seen at least have an audible signal so blind pedestrians know it's on but the fact it's basically a caution light is a concern. They will cut a pedestrian off even at a regular lighted intersection because there's nothing prohibiting them from turning right on red. You don't really have any indication of how much time you've got to get across either.

Like Reply Hide Send message 2h

Ozarks Transportation Organization
Carolyn McGhee Thank you, Carolyn. We really appreciate knowing the pros/cons from the perspective of a local pedestrian so that we can continue to learn and refine pedestrian safety.

Like Reply 6m

PUBLIC COMMENT

Area of concern: **Thank You**

City/County of concern: **OTO MPO Area**

Date received: **06/09/2023** *Received through:* **Email**

Contact Name: **Matthew Chaffins** *Contact Email/Ph #:* **chaffins120@gmail.com**

Comment:

I just recently moved to the area. And you guys are leaps and bounds above all the places I've lived, in terms of actually seeming to care and trying to do the right thing for our community. I for one really appreciate it, and I bet you all don't hear it enough. But Thank You, I think I'm gonna live out my days as a proud Missouri(an).

OTO Response:

Good morning, Matthew,

Welcome to the beautiful Springfield metropolitan area! Thank you so much for the kind words. There is a great cooperative effort in the OTO MPO area with local elected and appointed officials and OTO staff who work together to plan for transportation, growth, and economic development. If you ever have a comment, question, or concern, please let us know. Your comment will be shared with our Technical Planning Committee and our Board of Directors. Thank you again and have a wonderful day!

PUBLIC COMMENT

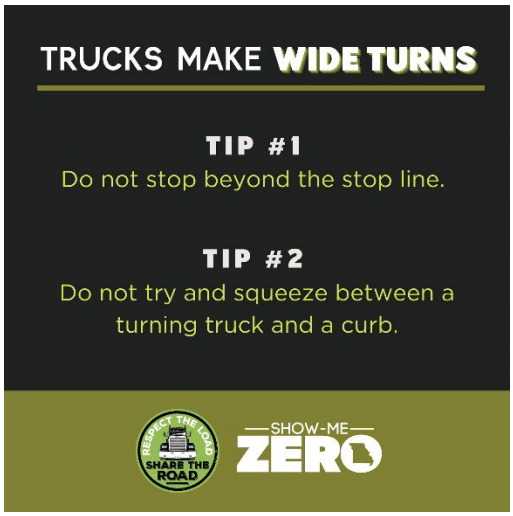
Area of concern: **Commercial Motor Vehicles**

City/County of concern: **OTO MPO Area**

Date received: **06/12/2023** ***Received through:*** **Facebook**

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

Original Facebook Shared Post



Save MO Lives
2d ·
CMV drivers need lots of room to do their job. Let's give it to them! It takes all of us working together to keep our roads safe.

Facebook Thread

Carolyn McGhee
Neither truck v car nor truck v bike are a good situation. That was one of the issues brought up with federal legislators earlier this year.
Like Reply Hide Send message 1h
1
Ozarks Transportation Organization

PUBLIC COMMENT

Area of concern: **OATS**

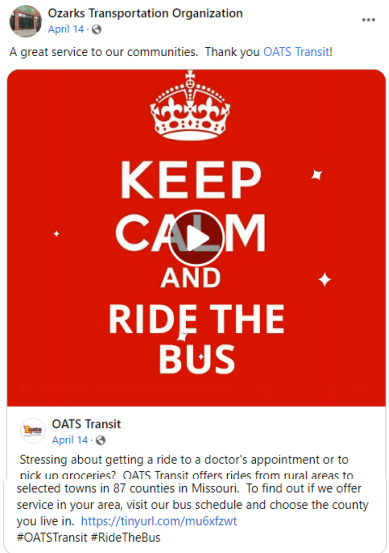
City/County of concern: **Outside the OTO MPO Area**

Date received: **06/14/2023** ***Received through:*** **Facebook**

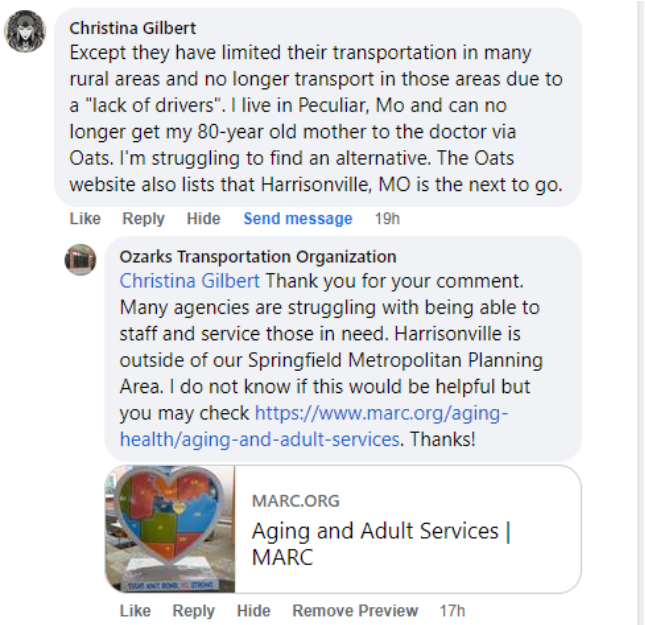
Contact Name: **Christina Gilbert** ***Contact Email/Ph #:*** **not available**

Original Facebook Shared Post

Post from April 14, 2023



Facebook Thread



PUBLIC COMMENT

Area of concern: **Route 66 Trail Alignment Study**

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

Date received: **06/15/2023** *Received through:* **Website Comment Form**

Contact Name: **Sarah Davis** *Contact Email/Ph #:* **sdavis8633@gmail.com**

Comment:

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

OTO Response:

Good morning, Sarah!

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

Have a wonderful day!

PUBLIC COMMENT

Area of concern: **OTO Volunteering for the United Way Day of Caring**

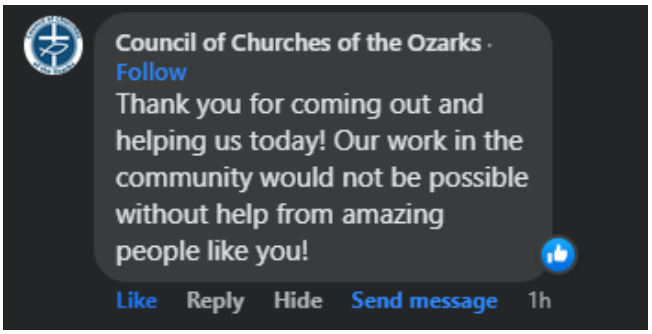
City/County of concern: **OTO**

Date received: **06/22/2023** ***Received through:*** **Facebook**

Contact Name: **Council of Churches of the Ozarks** ***Contact Email/Ph #:*** **not available**

Original Facebook Post

Facebook Thread



PUBLIC COMMENT

Area of concern: **Route 66 Trail Study**

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

Date received: **06/28/2023** *Received through:* **Website Comment Form**

Contact Name: **Jesse Sims** *Contact Email/Ph #:* **jesssfx@gmail.com**

Comment:

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

OTO Response:

Good morning, Jesse!

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

Hope you have a wonderful day!

PUBLIC COMMENT

Area of concern: **SS4A**

City/County of concern: **OTO/MPO**

Date received: **06/28/2023** *Received through:* **Website Comment Form**

Contact Name: **Joshua Martinez** *Contact Email/Ph #:* **jmartinez@libertymo.gov**

Comment:

The City of Liberty is applying for SS4A Action Planning funds and I noted OTO received SS4A Action Planning funds in 2022. I was hoping to talk to whomever made the application for OTO so that I can see what set your application apart from competitors.

OTO Response:

Hello Joshua!

Debbie Parks is our Grants Administrator. She will be in contact with you soon. She is conducting a Grants Workshop today, so it may be tomorrow or next week. Thank you for reaching out!

Have a wonderful day!

PUBLIC COMMENT

Area of concern: **Route 66 Trail Study**

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

Date received: **07/02/2023** *Received through:* **Website Comment Form**

Contact Name: **Katty Kellogg** *Contact Email/Ph #:* **garyandkatty@gmail.com**

Comment:

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

OTO Response:

Good morning, Katty,

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

Hope you have a wonderful day!

PUBLIC COMMENT

Area of concern: **RRFB (Pedestrian Beacon)**

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

Date received: **07/11/2023** ***Received through:*** **Facebook**

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

Original Facebook Post

SGF Yields
2h

Hey WALKERS! When you see an RRFB (a pedestrian beacon), be sure to push the button. Drivers can see the flashing LEDs from a long distance and have more time to slow down for you! Make sure drivers in each lane are stopped before you proceed.

Hey DRIVERS: Be sure to stop for pedestrians in or within 3 feet of a crosswalk – whether the beacons are blinking or not! Also, you can help keep walkers safe by stopping your vehicle at a distance away from the crosswalk – this allows pedestrians and other drivers to see each other more easily.

Facebook Thread

Carolyn McGhee
They have audio that tells blind pedestrians it's active but it's still just a caution light: they don't HAVE to stop and there's nothing preventing them from turning right in front of us and cutting us off. I wish we could get rid of the caution light concept altogether and go with a solid red light like they've got near MSU on National.

Like Reply Hide Send message 1h

Ozarks Transportation Organization
Carolyn McGhee Thank you for this information!

Like Reply 1m

TAB 12

An official website of the United States government Here's how you know

RAISE Discretionary Grants

Biden-Harris Administration Announces Funding for 162 Community-Led Infrastructure Projects as a Part of the Investing in America Agenda

This year, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program funds projects in all 50 states, the District of Columbia, and two territories

June 28, 2023

ORANGEBURG, SC – Today, U.S. Secretary of Transportation Pete Buttigieg will join Assistant Democratic Leader Jim Clyburn and others in South Carolina to announce that the Biden-Harris Administration has awarded more than $2.2 billion from the RAISE discretionary grant program to 162 different infrastructure projects across the country. Today's funding includes a nearly $23 million grant to build a pedestrian bridge and a multi-modal transit hub to better connect neighborhoods and college campuses to downtown Orangeburg, South Carolina.

The RAISE grant program, expanded under the Bipartisan Infrastructure Law, supports communities of all sizes, with **half of the FY2023 funding going to rural areas and the other half to urban areas**. The grants are part of President Biden's Investing in America agenda that is growing the American economy from the bottom up and middle-out—from rebuilding our nation's infrastructure, to driving nearly $500 billion in private sector manufacturing and clean energy investments in the United States, to creating good-paying jobs and building a clean-energy economy that will combat climate change and make our communities more resilient.

"Using the funds in President Biden's infrastructure law, we are helping communities in every state across the country realize their visions for new infrastructure projects," said U.S. Transportation Secretary Pete Buttigieg. "This round of RAISE grants is helping create a new generation of good-paying jobs in rural and urban communities alike, with projects whose benefits will include improving safety, fighting climate change, advancing equity, strengthening our supply chain, and more."

This year's awarded projects will help more people get where they need to be quickly, affordably, and safely. From projects that will strengthen supply chains and reduce bottlenecks, to bridge replacements and road projects to make them safer and more efficient for drivers, cyclists, and pedestrians, this year's awards will build and repair infrastructure that benefits Americans for future generations to come, while taking steps to reduce emissions from the transportation sector and support wealth creation and good-paying union jobs. **Seventy percent of the grants are going to projects in regions defined as an Area of Persistent Poverty or a Historically Disadvantaged Community.**

Like last year, demand for RAISE funding was higher than available funds. This year, DOT received $15 billion in requests for the $2.26 billion available.

Today's awardees include:

- **Chula Vista, California: Palomar Street Grade Separation Project:** $21.5 million to eliminate a rail crossing that causes frequent delays for drivers and been the site of 85 crashes over a 10-year period. Project also separates Palomar Street from the rail corridor, making it safer for people who walk, bike, and roll.
- **Iowa: Rebuilding Bridges:** $24.7 million grant to replace up to 9 bridges in poor condition in rural counties. Some bridges are weight-restricted and currently force detours for both residents and commercial truck drivers.
- **Eudora, Kansas: Church Street Community Connectivity and Multimodal Enhancements Project**. $21 million grant to fix Church Street between 20th and 28th Street near schools, converting a two-lane road into three lanes with a center turn lane and new shared-use paths. Also realigns an intersection, installs a roundabout and adds new stormwater infrastructure.
- **Jackson, Kentucky: Panbowl Lake Corridor Project:** $21 million grant to make improvements to KY 15, the main artery through town, and strengthen an earthen dam that helps protect community from catastrophic flooding. Jackson was the site of historic, deadly flooding in recent years.

Contact Us

Office of Infrastructure Finance and Innovation
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States
Email: RAISEgrants@dot.gov
Phone: 202-366-0301
Business Hours:
8:00am-5:00pm ET, M-F

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

to construct a Downtown Transit Center for the city's bus and streetcar network and make safety improvements at intersections with a history of pedestrian-involved crashes.

- **North Bergen, New Jersey: Tonnelle Avenue Bridge and Utility Relocation Project**: $25 million grant to relocate and construct a new, approximately 100-foot road bridge to carry Tonnelle Avenue over a new railroad right-of-way for the new Hudson River Tunnel in North Bergen.
- **Standing Rock, South Dakota:** Route 6 Reconstruction and Preservation: $18.5 million grant to resurface BIA 6 on the Standing Rock Indian Reservation, addressing a road with higher than average roadway injuries and deaths.
- **Caldwell County, Texas:** SH 130 Advanced Commercial Truck Travel Plaza: $22.9 million grant to design and construct a truck parking plaza that improves safety and convenience for truck drivers. Plaza will include short- and long-term spaces with lighting, fencing, restroom and shower facilities, with 24-hour monitored security.

RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects that they may not have had the funding to carry out prior to passage of President Biden's infrastructure law. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs.

The RAISE program is one of several ways communities can secure funding for projects under the Bipartisan Infrastructure Law's competitive grant programs. This week, the Federal Transit Administration announced early $1.7 billion in funding through the agency's Low or No Emission Vehicle Program, which puts more zero-emission and low-emission buses on the road while supporting workforce training on new vehicle technologies.

Earlier this week, the Department also published the 2023 Notice of Funding Opportunity for the Multimodal Project Discretionary Grant (MPDG) Program: a three-in-one grant opportunity for communities interested in funding made available through the National Infrastructure Project Assistance (Mega) discretionary grant program, the Rural Surface Transportation Grant Program (Rural), and the Infrastructure for Rebuilding America (INFRA) program.

Eno Center for Transportation

FY24 House Funding Bill Has Massive Cuts to DOT Grant Programs

JULY 11, 2023 | JEFF DAVIS

The House Appropriations Committee has released the draft text of its fiscal 2024 appropriations bill for the Departments of Transportation and Housing and Urban Development, and the new bill makes huge cuts to several competitive grant programs at USDOT versus the appropriations they received last year.

THUD bill. This year, the Transportation-Housing Appropriations subcommittee's position for fiscal year 2024 started off $11.3 billion underwater. Projected offsetting HUD receipts from mortgage programs were dropping by $7.6 billion from the 2023 bill to the 2024 bill (due to rising interest rates limiting new mortgages and killing refis), plus, in the 2023 bill, the subcommittee cheated by falsely labeling $3.6 billion of HUD Section 8 housing renewals as unforeseeable off-budget emergencies.

Then, on top of that, House conservatives forced the Appropriations chairman to give the subcommittee a net spending total of just $65.2 billion, which is $22.1 billion less than the net total of the 2023 bill. This means that that on a net basis, the 2024 bill has to be $33.4 billion less than the 2023 bill, a cut of about 38 percent.

The House subcommittee has met this ridiculous number in two ways.

First, they fix (and more than compensate for) the $22.1 billion reduction of their net spending total by reaching back to the Inflation Reduction Act and canceling $25 billion of the $80 billion in Internal Revenue Service overhead funding provided by that law (sec. 420 of the draft bill).

Second, they take $7.1 billion out of Transportation appropriations, but mostly from grant programs that are also getting a lot of money from the Bipartisan Infrastructure Law.

	Gross Discretionary Budget Authority

	(Billions of Dollars)		
	FY23 Enact.	**FY24 House**	**Change**
Dept. of Transportation	29.0	21.9	-7.1
Dept. of Housing/Urban.	72.2	71.5	-0.6
Other Agencies	0.4	0.5	0.0
Gross Total	**101.5**	**93.8**	**-7.7**
Rescissions	*-0.1*	*-25.7*	*-25.6*
Receipts/Collections	*-10.5*	*-2.9*	*+7.6*
Emergency Designation	*-3.6*	*0.0*	*+3.6*
Net Total – 302(b) Alloc.	**87.3**	**65.2**	**-22.1**

Major DOT cuts. Several ongoing grant programs do face massive cuts in their regular appropriation under the House bill, but in all instances, the total (regular plus IIJA) received still exceeds, or is at least almost equal to, the total amount provided in the last year before the IIJA was enacted (FY 2021):

Selected USDOT Grant Programs Under the House Bill (Million $)			
	Enacted	**Enacted**	**House**
	FY 2021	**FY 2023**	**FY 2024**
RAISE Grants			

	Regular Appropriation	1,000	800	0
	IIJA Advance	0	1,500	1,500
	Total Funding	1,000	2,300	1,500
Amtrak – Northeast Corridor				
	Regular Appropriation	700	1,260	99
	IIJA Advance	0	1,200	1,200
	Total Funding	700	2,460	1,299
Amtrak – National Network				
	Regular Appropriation	1,300	1,193	776
	IIJA Advance	0	3,200	3,200
	Total Funding	1,300	4,393	3,976
Fed.-State IPR Grants				
	Regular Appropriation	200	100	0
	IIJA Advance	0	7,200	7,200
	Total Funding	200	7,300	7,200
CRISI Grants				
	Regular Appropriation	375	560	258
	IIJA Advance	0	1,000	1,000
	Total Funding	375	1,560	1,258

FTA Capital Invest. Grants				
	Regular Appropriation	2,014	2,635	392
	IIJA Advance	0	1,600	1,600
	Total Funding	2,014	4,235	1,992

Earmarks. The draft House bill cuts a lot of things, but it does not cut earmarked projects for legislators. This year's House draft bill provides $150 million more in earmarked funding than was in last year's House-passed bill. In millions of dollars:

		FY 2023	**FY 2024**	
		House Bill	**House Bill**	**Change**
FAA	Airport Improvement Program	172.6	303.9	+131.3
FHWA	Highway Infrastructure Programs	1,275.1	1,331.3	+56.2
FRA	CRISI Grants	0.0	28.9	+28.9
FTA	Transit Infrastructure Grants	267.4	130.8	-136.6
MARAD	Port Infrastructure Grants	0.0	69.7	+69.7

USDOT Total	**1,715.1**	**1,864.6**	**+149.5**

The drop in mass transit earmarks is most likely due to the change in party control. Republicans gave themselves a much larger slice of the total earmark "pie" this year, and since Republicans tend to be from lower-population-density districts that have less use for mass transit, they ask for fewer mass transit earmarks.

IIJA. The House bill meets every obligation limitation on contract authority provided by the IIJA infrastructure law to the dollar, for a total of $76.0 billion, as well as keeping last year's $3.350 billion baseline obligation limitation on the up-for-reauthorization Airport Improvement Program. This is a $1.7 billion increase over fiscal 2023 levels.

And, contrary to what might have been, the House bill does not engage in significant "repurposing" of funds provided by the IIJA. The draft bill only contains three references to the advance appropriations provided by the IIJA:

- Section 109, which temporarily increases the minimum set-aside for RAISE grant projects going to historically disadvantaged communities or areas of persistent poverty from 1 percent of the program to 5 percent of the program in fiscal 2024;
- The Facilities and Equipment appropriation, which provides that the reprogramming provisions in section 405 of the bill also apply to the $1 billion FY 2024 advance appropriation from the IIJA; and
- Section 185, which extends the 3-day notice that USDOT must provide to the Appropriations

Committees for grant announcements to IIJA advances as well.

However, the IIJA also authorized a large number of programs that it did not fund directly, and those are not taken care of in the House bill. The general fund appropriation for "Highway Infrastructure Programs," which in 2022 and 2023 funded several of these smaller IIJA programs, is cut back to just earmarks and $150 million for tribal transportation in the 2024 bill. Likewise, the general fund appropriation for "Transit Infrastructure Grants," which funded a half-dozen smaller priorities in 2023, is cut back to earmarks-only in 2024.

We will have more analysis tomorrow and later in the week, but for now, an experiment: trying to put a full table in our new website back-end that apparently does not have the ability to upload PDFs yet. An account-level table for the bill, in thousands of dollars (when we figure out how to upload the 3-page PDF we will update this):

The Fiscal Year 2024 U.S. Department of Transportation Budget – Without IIJA Advance Funding

Thousands of dollars. CBO scoring of FY24 offsets and fees. Excludes legitimate emergencies (COVID, highway and transit ER) and IIJA.

	FY 2023	FY 2024	FY 2024	House FY 2024 Bill vs.	
	Enacted	Request	House	FY 2023	Request
Office of the Secretary					
Salaries and Expenses – Gross	171,014	220,406	176,859	5,845	-43,547

	Research and Technology/RITA	48,996	66,500	41,713	-7,283	-24,787
	National Infrastructure Investments – RAISE	800,000	0	0	-800,000	0
	National Infrastructure Investments – MEGA	0	1,220,000	0	0	-1,220,000
	Office of Multimodal Freight Innovation/Policy	0	0	0	0	0
	Volpe Center – New Building	4,500	0	0	-4,500	0
	Nat'l Surf. Trans. & Innov. Finance Bureau	8,850	10,550	10,550	1,700	0
	Financial Management Capital	5,000	5,000	5,000	0	0
	Cyber Security Initiatives	48,100	49,000	49,000	900	0
	Transportation Planning, R&D	36,543	25,017	25,017	-11,526	0
	Office of Civil Rights	14,800	28,585	14,800	0	-13,785
	Small/Disadvantaged Business Utilization	5,132	7,314	5,000	-132	-2,314
	Transportation Demonstration Program	0	0	0	0	0
	Thriving Communities Initiative	25,000	100,000	0	-25,000	-100,000
	Electric Vehicle Fleet	0	26,000	0	0	-26,000

RRIF Loan Modifications (GP)	0	0	0	0	0
RRIF Negative Subsidy	0	-3,000	-3,000	-3,000	0
RRIF Rescission	0	-2,926	-8,948	-8,948	-6,022
Essential Air Service Subsidies (Discr.)	354,827	348,554	348,554	-6,273	0
Essential Air Service Subsidies (Mand.)	147,000	174,000	174,000	27,000	0
Total, OST	**1,669,762**	**2,275,000**	**838,545**	**-831,217**	**-1,436,455**
Federal Aviation Administration					
Operations (General Fund)	1,921,179	3,999,627	3,989,000	2,067,821	-10,627
Operations (Trust Fund)	9,993,821	8,741,000	8,740,627	-1,253,194	-373
Total, Operations	11,915,000	12,740,627	12,729,627	814,627	-11,000
Facilities & Equipment	2,945,000	3,462,000	2,972,949	27,949	-489,051
Research, Engineering & Development	255,000	255,130	196,050	-58,950	-59,080
Airport Improvement Program (Ob. Limit.)	3,350,000	3,350,000	3,350,000	0	0
Airport Improvement Program (Extra from GF)	558,555	0	303,921	-254,634	303,921
Total, FAA	**19,023,555**	**19,807,757**	**19,552,547**	**528,992**	**-255,210**

Federal Highway Administration					
Limitation on Administrative Expenses (non-add)	473,536	486,800	486,800	13,264	0
Federal-Aid Highways (Obligation Limitation)	58,764,511	60,095,783	60,095,783	1,331,272	0
Highway Infrastructure Programs (GF)	3,417,812	0	1,361,627	-2,056,185	1,361,627
Rescissions of Old Appropriations		-104,909	-104,909	-104,909	0
Federal-Aid Highways (Exempt CA)	739,000	739,000	739,000	0	0
Total, FHWA	**62,921,322**	**60,729,874**	**62,091,501**	**-829,821**	**1,361,627**
Federal Motor Carrier Safety Administration					
Operations and Programs (Ob. Limit.)	367,500	435,000	375,000	7,500	-60,000
Motor Carrier Safety Grants (Ob. Limit.)	506,150	516,300	516,300	10,150	0
Total, FMCSA	**873,650**	**951,300**	**891,300**	**17,650**	**-60,000**
National Highway Traffic Safety Administration					
Operations and Research	*210,000*	*304,062*	*260,000*	*50,000*	*-44,062*

	(Discr.)				
	Operations and Research (Ob. Limit.)	*197,000*	*201,200*	*201,200*	*4,200*	*0*
	Total, Operations and Research	407,000	505,262	461,200	54,200	-44,062
	Highway Traffic Safety Grants (Ob. Limit.)	795,220	813,301	813,301	18,081	0
	Impaired Driving/Grade Crossing	0	0	0	0	0
	Total, NHTSA	**1,202,220**	**1,318,563**	**1,274,501**	**72,281**	**-44,062**
Federal Railroad Administration						
	Safety and Operations	250,449	273,458	273,458	23,009	0
	Railroad Research and Development	44,000	59,000	44,000	0	-15,000
	Rescission of Unobligated Rail Program Balances	-3,421	0	0	3,421	0
	Amtrak – Northeast Corridor	*1,260,000*	*1,227,000*	*99,231*	*-1,160,769*	*-1,127,769*
	Amtrak – National Network	*1,193,000*	*1,841,000*	*776,376*	*-416,624*	*-1,064,624*
	Total, Grants to Amtrak (Excluding IG)	2,453,000	3,068,000	875,607	-1,577,393	-2,192,393
	Magnetic Levitation Technology Deployment	0	0	0	0	0

Consolidated Rail Infra/Safety Grants	560,000	510,000	258,464	-301,536	-251,536
Federal-State IPR Partnership Grants	100,000	560,000	0	-100,000	-560,000
Grade Crossing Elimination Grants	0	250,000	0	0	-250,000
Rail Restoration/Enhancement Grants	0	50,000	0	0	-50,000
Total, FRA	**3,404,028**	**4,770,458**	**1,451,529**	**-1,952,499**	**-3,318,929**
Federal Transit Administration					
Administrative Expenses	0	0	0	0	0
Transit Formula Grants (Obligation Limit.)	13,634,000	13,990,000	13,990,000	356,000	0
Transit Infrastructure Grants (GF)	541,959	0	130,828	-411,131	130,828
Technical Assistance and Training	7,500	8,000	8,000	500	0
Transit Research	0	30,000	0	0	-30,000
Capital Investment Grants	2,635,000	2,850,000	392,204	-2,242,796	-2,457,796
Rescission of Unobligated Transit Balances	0	0	0	0	0
Washington Metro	150,000	150,000	150,000	0	0

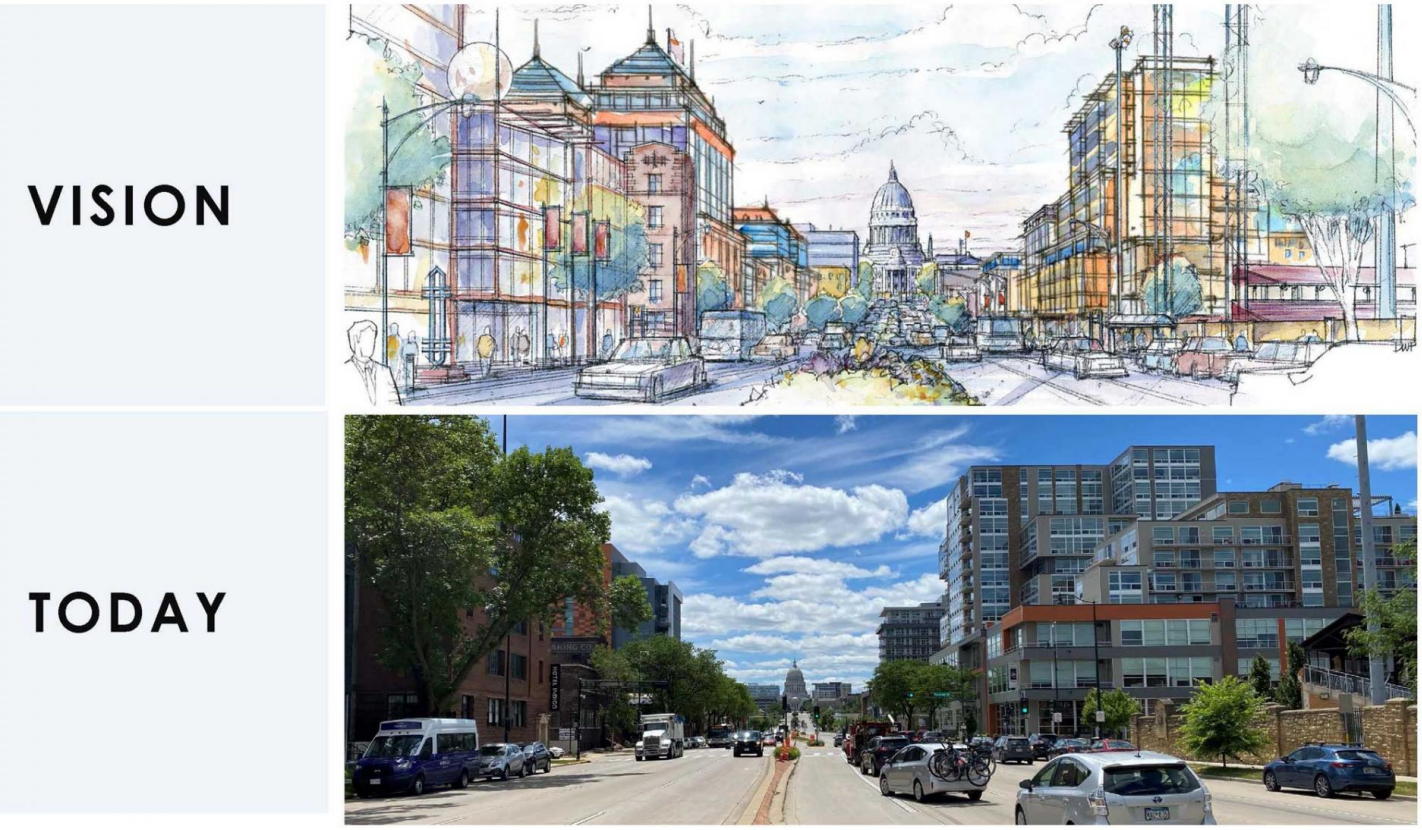
	Total, FTA	**16,968,459**	**17,028,000**	**14,671,032**	**-2,297,427**	**-2,356,968**
St. Lawrence Seaway Development Corp.						
	Operations and Maintenance	38,500	40,288	40,288	1,788	0
	Total, StLSDC	**38,500**	**40,288**	**40,288**	**1,788**	**0**
Maritime Administration						
	Maritime Security Program	318,000	318,000	318,000	0	0
	Maritime Security Program (rescission/reprogram)	-55,000	0	-6,000	49,000	-6,000
	Cable Security Fleet Program	10,000	0	10,000	0	10,000
	Tanker Security Fleet Program	60,000	60,000	60,000	0	0
	National Defense Reserve Fleet (GP)	0	0	6,000	6,000	6,000
	Operations and Training	213,181	289,773	210,181	-3,000	-79,592
	State Maritime Academy Operations	120,700	53,400	56,400	-64,300	3,000
	Ship Disposal	6,000	6,021	6,000	0	-21
	Assistance to Small Shipyards	20,000	20,000	20,000	0	0

Title XI Guaranteed Loan Program	3,000	3,020	3,000	0	-20
Rescission of Ship Disposal Funds	-12,000	0	0	12,000	0
Port Infrastructure Program	212,204	230,000	69,728	-142,476	-160,272
Total, MARAD	**896,085**	**980,214**	**753,309**	**-142,776**	**-226,905**
Pipeline and Hazardous Material Safety Admin.					
Operational Expenses	29,936	31,681	31,681	1,745	0
Hazardous Materials Safety	70,743	80,554	80,874	10,131	320
Pipeline Safety – PSF	*153,985*	*190,828*	*160,041*	*6,056*	*-30,787*
Pipeline Safety – LNG Siting Account	*400*	*400*	*400*	*0*	*0*
Pipeline Safety – OSLTF	*29,000*	*30,000*	*30,000*	*1,000*	*0*
Underground Gas Facility Safety Fund	*7,000*	*7,000*	*7,000*	*0*	*0*
Total, Pipeline Safety	190,385	228,228	197,441	7,056	-30,787
Pipeline Safety User Fees	-153,985	-190,828	-160,041	-6,056	30,787
Underground Gas Facility Safety Fee	-7,000	-7,000	-7,000	0	0
LNG Siting User Fees	-400	-400	-400	0	0

Emergency Preparedness Fund (Mandatory)	28,318	46,825	28,318	0	-18,507
Emergency Responder Training	0	0	0	0	0
Total, PHMSA (Gross)	**319,382**	**387,288**	**338,314**	**18,932**	**-48,974**
Office of Inspector General					
Salaries and Expenses	108,073	121,001	121,004	12,931	3
Total, OIG	108,073	121,001	121,004	12,931	3
Totals for USDOT in Title I of the Bill					
New Gross Discretionary Resources					
New Discretionary Budget Authority	28,966,758	28,159,169	21,863,825	-7,102,933	-6,295,344
New Transportation Obligation Limitations	77,614,381	79,401,584	79,341,584	1,727,203	-60,000
GROSS DISCRETIONARY RESOURCES	**106,581,139**	**107,560,753**	**101,205,409**	**-5,375,730**	**-6,355,344**
New Gross Mandatory Resources					
Contract Authority Exempt From Limitation	739,000	739,000	739,000	0	0

	Estimated Fee-Funded Direct EAS Subsidies	147,000	174,000	174,000	27,000	0
	Emergency Preparedness Fund	28,318	46,825	28,318	0	-18,507
	GROSS MANDATORY RESOURCES	**914,318**	**959,825**	**941,318**	**27,000**	**-18,507**
	TOTAL GROSS BUDGETARY RESOURCES	**107,495,457**	**108,520,578**	**102,146,727**	**-5,348,730**	**-6,373,851**
	Rescissions and Budgetary Offsets					
	Rescissions of Discretionary Budget Authority	-70,421	-107,835	-119,857	-49,436	-12,022
	Rescissions of Contract Authority	0	0	0	0	0
	RRIF Negative Subsidy	0	0	-3,000	-3,000	-3,000
	FAA Overflight Fees (Transfer to EAS)	-147,000	-174,000	-174,000	-27,000	0
	PHMSA Fees Offsetting Discretionary BA	-161,385	-198,228	-167,441	-6,056	30,787
	PHMSA Fees Offsetting Mandatory BA	-28,318	-46,825	-28,318	0	18,507
	RESCISSIONS AND OFFSETS	**-407,124**	**-526,888**	**-492,616**	**-85,492**	**34,272**

	TOTAL NET BUDGETARY RESOURCES	**107,088,333**	**107,993,690**	**101,654,111**	**-5,434,222**	**-6,339,579**
Total for "302(b)" (Gross Disc BA + Resc. & Offsets)		**28,734,952**	**27,853,106**	**21,573,527**	**-7,161,425**	**-6,279,579**
	Base Defense	***333,000***	***378,000***	***388,000***	***55,000***	***10,000***
	Base Non-Defense	***28,401,952***	***27,475,106***	***21,185,527***	***-7,216,425***	***-6,289,579***
Transportation Accounts in the Bill Outside Title I						
Amtrak Office of Inspector General		27,935	30,410	30,410	2,475	0
Federal Maritime Commission						
	Salaries and Expenses	38,260	43,720	43,720	5,460	0
National Transportation Safety Board						
	Salaries and Expenses	129,300	145,000	145,000	15,700	0
Surface Transportation Board						
	Salaries and Expenses	41,429	48,184	48,184	6,755	0
	Offsetting Collections	-1,250	-1,250	-1,250	0	0
	Total, STB	40,179	46,934	46,934	6,755	0



The vision established by the Corridor Plan was backed up by design guidelines that led to a regulatory Urban Design District, with results looking remarkably similar to the vision. Sketch and photo courtesy of Vandewalle Associates.

RETROFIT (/PUBLICSQUARE/CATEGORY/RETROFIT)

Commercial strip becomes mixed-use promenade

In the Capitol East District, the City of Madison has created a model for redeveloping a commercial strip highway.

ROBERT STEUTEVILLE (/node/538) JUN. 28, 2023

The potential of transforming commercial strip corridors is fully on display in the Capitol East District of Madison, Wisconsin. US Highway 151 (East Washington Street) is one of many thoroughfares that radiate out from the state capitol building in all directions—an area once blighted by shuttered car dealerships, obsolete strip malls, and other underutilized industrial and auto-oriented development.

In the last ten years, this 20-block redevelopment zone has become a mixed-use destination with 2,100 new residential units, more than 1.1 million square feet of office, retail, and restaurant space, nearly 300 hotel rooms, a 2,500-capacity concert hall, and a historic, outdoor public sports and events venue. New development is valued at more than a half billion dollars. “This new 'place' in Madison is jaw dropping to former residents who return to visit,” the city reports to CNU.

Soon, the corridor will feature a bus rapid transit (BRT) line, which is expected to spur more change.

The Capitol East District encompasses the blocks lining East Washington Avenue, which is the approach to downtown and State Capitol Building from the northeast. This formerly industrial area, adjacent to some of the city's oldest neighborhoods, has been transformed into a new mixed-use place serving nearby residents while drawing people from across the region to its new arts and entertainment destinations. Map courtesy of Vandewalle Associates

The East Washington Avenue Capitol Gateway Corridor Plan, with urban design by Vandewalle Associates, was adopted in 2008 after an intensive planning process initiated by the City, business community, and neighborhood stakeholders. The plan focused on four core principles:

- Protect and enhance the iconic view of the Capitol.
- Respect and strengthen the adjacent neighborhoods.
- Firmly establish the corridor as an employment center supported by transit.
- Create an inviting, vibrant boulevard.

In 2010, the East Washington Avenue corridor was lined by underutilized properties like strip retail and car dealerships shortly after the completion of the plan. Photo courtesy of Vandewalle Associates.

The corridor is a little longer than a mile, and comprises blocks on both sides of the 50,000 cars-a-day thoroughfare (three travel lanes in each direction). Despite that heavy use, the edges of the street feature on-street parking, street trees, sidewalks, and buildings fronting the sidewalk—similar to a typical main street. The intersections are improved with crosswalks. Pedestrian traffic and outdoor dining tables are plentiful.

Centered on a narrow isthmus, the District is the former industrial heart of Madison, flanked by historic neighborhoods a short distance from the downtown core. The City was challenged to build high enough to provide lake views and meet transit-oriented development densities, while also preserving the long view of the Capitol and respecting the scale of adjacent single-family neighborhoods. Setbacks and step-backs were applied to maintain the capitol views while respecting the single-family scale nearby. “The design guidelines were codified in a regulatory Urban Design District and have been successfully implemented across dozens of projects,” the City notes. Places now line the corridor to accommodate a wide diversity of people of all ages.

The Silvee, a concert venue on the corridor. Photo courtesy of the City of Madison.

Implementation began with the City's purchase of a 7.7-acre former car dealership for $5.56 million. Land banking nearly two full blocks in the heart of the District allowed the property to be developed in manageable pieces while setting the expectations for the rest of the area. After rejecting several proposals that failed to achieve all of the plan's objectives, the City approved the Constellation, a 12-story mixed-use building with 217 apartments and 40,000 square feet of commercial space, completed in 2013.

Now, the City is implementing the BRT line, which broke ground in December 2022 for a 2024 opening. This service will enhance mobility through the corridor, to downtown, and to the University of Wisconsin campus—while further promoting new housing and jobs. A number of development projects are in the pipeline.

The District and adjacent blocks are more than over 60 percent redeveloped, “transforming a blighted federal highway corridor into a grand promenade,” the City says.

Outdoor dining at Salvatore's, in the first major project completed on the Capitol East District corridor. Photo courtesy of the City of Madison

The city shared the following lessons from Capitol East, which are worth reporting in full:

1. Use an inclusive process to develop a solid vision and development parameters to create shared expectations that make redevelopment easier for landowners and more acceptable for nearby residents. When developers see that the City and residents agree on an ambitious vision, implementation becomes easier.
2. Have the courage to stick by a vision. The first project that comes along can be enticing, but don't be afraid to say no and wait it out. The City turned down lower-density proposals from a prominent local developer for the land-banked parcels because they did not live up to the vision.
3. The public sector needs to take some risk to put the right implementation tools in place like a TIP (transportation improvement program), shared public parking, affordable housing assistance, transit enhancements, and land banking. Calculated

steps become easier for policy makers to take when they are backed by an ambitious, but still realistic, vision. Land banking a former auto dealership not only removed a blighting influence, but also reduced risk for developers.

4. Ensure the public realm is an integral component of every project. Implementing a corridor plan is not about creating a singular space, but a series of unique, connected spaces and buildings that, together, create interest and attract activity. When working with a diversity of ownership, sometimes zoning is not enough to end up with a cohesive result that relates well to the public realm. The City created an Urban Design District to bridge the gap between the Plan and zoning.
5. Believe that a mediocre major street can be overcome. The City compromised with the State on reconstruction of East Washington Avenue, which was completed before the District redeveloped. While the street design is not ideal, the urban form has helped tame the Avenue, and retrofitting it for BRT will be an additional step in the right direction.

Robert Steuteville is editor of Public Square: A CNU Journal and senior communications adviser for the Congress for the New Urbanism.

(/publicsquare/author/robert-steuteville)

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USDOT Streamlines Community Infrastructure Programs

July 7, 2023

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2022.

[*Above photo by the USDOT*]

The agency noted in a statement that its "streamlining" efforts are designed to make it easier to submit an application and increase opportunity for communities that are seeking funding for projects that address harm from past infrastructure planning decisions, accelerate equitable community revitalization, and improve access to everyday destinations.

The Reconnecting Communities Pilot Program, established by the IIJA, helps fund community-led projects that mitigate physical barriers to mobility and access, such as train tracks or highways. Meanwhile, the Inflation Reduction Act established the Neighborhood Access and Equity Program that funds projects along the same lines – ones that remove physical barriers as well as projects to improve walkability, safety, and affordable transportation access; particularly in low-income and disadvantaged communities.

The combined notice of funding opportunity for both programs follows the model that USDOT established for its Multimodal Project Discretionary Grant Program, which combines funding opportunities for the Mega, Rural, and INFRA grant programs.

Some $198 million is available for grants through the Reconnecting Communities Pilot Program, with $148 million reserved for Capital Construction Grant funds and $50 million set aside for Community Planning Grants, including funding for technical assistance. Meanwhile, more than $3.1 billion is available for grants through the Neighborhood Access and Equity Program, with USDOT expecting to issue $135 million to Community Planning Grants, $2.57 billion to Capital Construction Grants, and $450 million to Regional Partnerships Challenge Grants, designed to incentivize regions to come together to leverage both federal, state, and regional funding and policies to tackle problems.

In March, USDOT awarded $185 million to 45 communities as part of its Reconnecting Communities Program, including six Capital Construction grants and 39 Community Planning grants – money that funded construction and planning for transformative community-led solutions, including capping interstates with parks, filling in sunken highways to reclaim the land for housing, converting inhospitable transportation facilities to tree-lined Complete Streets, and creating new crossings through public transportation, bridges, tunnels and trails.

Later this summer, the agency said it expects to launch the new Reconnecting Communities Institute to provide communities and potential applicants with technical assistance.

In addition to its funding availability announcement, USDOT noted that it has entered into a first-of-its-kind partnership with the Robert Wood Johnson Foundation (RWJF) to coordinate technical assistance efforts to plan and build infrastructure that reconnects and improves access, especially for marginalized communities.

Working with philanthropic organizations like RWJF leverages additional resources and enables support to more communities and organizations that are working to provide people with better mobility options to facilitate

An official website of the United States government Here's how you know

Building on the Success of DOT's Rural EV Toolkit to Help Communities Build Out EV Charging Infrastructure, DOT Releases New Edition for Urban Areas

Wednesday, July 12, 2023

President Biden's infrastructure law dedicates $7.5 billion to help communities of all sizes get EV chargers where drivers will need them, creating good-paying manufacturing and installation jobs along the way

WASHINGTON – Today, the U.S. Department of Transportation, in collaboration with the U.S. Department of Energy and the Joint Office of Energy and Transportation (Joint Office), released a free technical resource to help larger communities take full advantage of Federal funding for electric vehicle (EV) charging stations and other forms of electric transportation. It follows the popular Rural EV toolkit released last year and updated earlier this summer.

The new guide is called Charging Forward: A Toolkit for Planning and Funding Urban Electric Mobility Infrastructure, which provides a comprehensive resource for communities, metropolitan planning organizations (MPOs), transportation providers, businesses, and property owners and developers by including information on how to scope, plan, and identify ways to best leverage billions of dollars in funding from President Biden's Bipartisan Infrastructure Law. The toolkit builds on the efforts of the Joint Office to provide states and communities across America with information and assistance to accelerate an electrified transportation system that is convenient, affordable, reliable, and equitable. The toolkit also includes guidance to help urban areas implement other forms of electric transportation, such as public transit, electric bikes and scooters, and ride-share services.

The rapid growth in electric forms of transportation represents a fundamental shift that will bring substantial benefits to all parts of the country, including good-paying manufacturing and installation jobs. The federal funding for EV chargers is part of President Biden's Investing in America agenda that is growing the American economy from the bottom up and middle out – from rebuilding our nation's infrastructure, to creating a manufacturing and innovation boom and building a clean-energy economy that will combat climate change and make our communities more resilient.

"Under President Biden's leadership, we're creating a generation of good-paying jobs – many of which don't require a four-year degree – building a nationwide network of EV chargers," said **U.S. Transportation Secretary Pete Buttigieg**. "This toolkit will help all communities, big and small, bring EV charging to their residents, which will lower costs for drivers, create jobs, and reduce pollution."

"Sustainable transportation solutions are headed to every community in the nation – rural, urban, and everywhere in between – thanks to President Biden's Investing in America agenda," said **U.S. Secretary of Energy Jennifer M. Granholm**. "This one-stop resource outlines access to technology in urban areas and funding to drive the future of an electrified, convenient and reliable transportation system across America."

Building an affordable and accessible public charging network will help make electric forms of transportation more convenient for the 71% of Americans who live in communities with a population over 50,000. While many EV owners can charge their vehicles at home or work, people who live in higher density areas, especially those living in apartments and condos, may not have easy access to a garage or the space for a private charger, which means they are more reliant on public charging options.

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If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Last September, DOT approved plans from all 50 states and DC and Puerto Rico to build a nationwide network of EV chargers, supported by $5 billion from the Bipartisan Infrastructure Law's National Electric Vehicle Infrastructure Program. This spring, DOT opened the application process for the first $700 million of the total $2.5 billion in funding to build EV charging infrastructure in communities and neighborhoods across the country through the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. Together, this funding represents the largest investment in EV charging in U.S. history and a key step towards meeting the Biden-Harris Administration's goal of building 500,000 public EV chargers and reducing national greenhouse gas emissions by 50-52% by 2030.

The toolkit builds on recent progress towards the expansion of EV infrastructure, including the recently published minimum standards for federally funded EV infrastructure and President Biden's EV charging Build America, Buy America requirements. Earlier this year, the Biden-Harris Administration released the first-ever blueprint to decarbonize the nation's transportation sector and cut all transportation-related greenhouse emissions by 2050 – an interagency effort between DOT, the U.S. Department of Energy, U.S. Department of Housing and Urban Development, and the U.S. Environmental Protection Agency.

The Department will be hosting a webinar to present the Urban Electric Mobility Toolkit in more detail. More details will be made available soon on the Joint Office's website at driveelectric.gov.

In May, DOT released an updated Rural EV Toolkit that incorporated feedback from rural communities and stakeholders on the toolkit's first iteration. The updated toolkit includes more information on EV charging programs and information on related topics like public transit and school bus electrification. The revised toolkit and other rural EV resources are available at www.transportation.gov/rural/ev.

The urban toolkit is available here: https://www.transportation.gov/urban-e-mobility-toolkit and is included in the DOT Navigator – a one stop shop for accessing the range of federal transportation technical assistance resources.

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