



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

AUGUST 18, 2021
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

Meeting Agenda

Wednesday, August 18, 2021 1:30 p.m.

The TPC will convene with a web meeting via Zoom (details to be emailed separately).

The online public viewing of the meeting will be available on Facebook:

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

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 16, 2021 Meeting Minutes Tab 1

(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(15 minutes/Wiesehan)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on

August 17th to comment@ozarkstransportation.org or at

<https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Technical Planning Committee prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(10 minutes/Miller)

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

II. New Business

- A. **Annual Listing of Obligated Projects** **Tab 3**
(2 minutes/Longpine)
Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE ANNUAL LISTING OF OBLIGATED PROJECTS TO THE BOARD OF DIRECTORS

- B. **Destination 2045 Plan Draft** **Tab 4**
(20 minutes/Longpine)
The completed final draft of the Long Range Transportation Plan will be highlighted.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF *DESTINATION 2045* TO THE BOARD OF DIRECTORS

- C. **FY 2022-2025 TIP Amendment One**..... **Tab 5**
(5 minutes/Longpine)
MoDOT has requested two changes to the FY 2022-2025 Transportation Improvement Program.

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

- D. **Multimodal Needs List Distribution by Mode**..... **Tab 6**
(10 minutes/Thomason)
MoDOT has requested a multimodal needs list of \$52 million that can be used to highlight unfunded needs.

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

- A. **Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. **Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. **Articles for Technical Planning Committee Member Information**..... **Tab 7**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, October 20, 2021 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 8/18/2021; ITEM I.C.

June 16, 2021 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the June 16, 2021 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee June 16, 2021 meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
June 16, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time via Zoom video conferencing. A quorum was declared present, and the meeting was called to order at approximately 1:33 p.m. by Chair Todd Wiesehan.

The following members were present:

Mr. Rick Artman, Greene County	Ms. Mary Kromrey, Ozark Greenways
Ms. Paula Brookshire, City of Springfield (a)	Mr. Frank Miller, MoDOT
Mr. Matt Crawford, City Utilities Transit	Mr. Andrew Nelson, City of Republic
Mr. Tom Dancey, City of Springfield (a)	Ms. Britni O'Connor, MoDOT
Mr. Ezekiel Hall, MoDOT	Mr. Cole Pruitt, Missouri State University
Mr. Adam Humphrey, Greene County	Mr. Tommy VanHorn, City of Battlefield
Mr. Joel Keller, Greene County	Mr. Todd Wiesehan, Christian County (Chair)

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

The following members were not present:

Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Parsons, City of Ozark
Mr. Chris Boone, City of Strafford	Mr. Jeff Roussell, City of Nixa
Mr. Randy Brown, City of Willard	Mr. David Schaumburg, Airport
Mr. John Caufield, BNSF	Mr. Mark Schenkelberg, FAA
Mr. Martin Gugel, City of Springfield	Mr. Travis Shaw, Springfield Public Schools
Mr. Bradley McMahon, FHWA	Ms. Janette Vomund, MoDOT
Mr. Ryan Mooney, Springfield Chamber of Commerce	

Others present were: Mr. Dan Wadlington, Senator Blunt's Office; Mr. Steve Bodenhamer, City of Battlefield; Mr. Garrett Brickner, City of Republic; David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

Member		Member	
Artman, Rick	Present	Miller, Frank	Present
Boone, Chris	Absent	Mooney, Ryan	Absent
Brookshire, Paula	Present	Nelson, Andrew	Present
Brown, Randy	Absent	O'Connor, Britni	Present
Caufield, John	Absent	Parsons, Jeremy	Absent
Crawford, Matt	Present	Pruitt, Cole	Present
Dancey, Tom	Present	Roussell, Jeff	Absent

Gugel, Martin	Absent	Schaumburg, David	Absent
Hall, Ezekiel	Present	Shaw, Travis	Absent
Humphrey, Adam	Present	VanHorn, Tommy	Present
Keller, Joel	Present	Vomund, Janette	Absent
Kromrey, Mary	Present	Wiesehan, Todd	Present

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for June 16, 2021. Mr. Pruitt seconded the motion. Chair Wiesehan asked for a roll call vote.

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

The motion passed.

C. Approval of the April 21, 2021 Meeting Minutes

Mr. Artman made a motion to approve the minutes from the April 21, 2021, Technical Planning Committee Meeting. Mr. Nelson seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Mooney, Ryan	Absent
Brookshire, Paula	Aye	Nelson, Andrew	Aye
Brown, Randy	Absent	O'Connor, Britni	Aye
Caufield, John	Absent	Parsons, Jeremy	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Dancey, Tom	Aye	Roussell, Jeff	Absent
Gugel, Martin	Absent	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Keller, Joel	Aye	Vomund, Janette	Absent

Kromrey, Mary	--	Wiesehan, Todd	Aye
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The motion passed.

D. Public Comment Period for All Agenda Items

Ms. Fields stated there have been a lot of comments received over the last 2 months with many being about bicycle and pedestrian concerns. Mr. Thomason will use those comments to compile an unfunded needs list. The road projects go into the prioritization list.

E. Staff Report

Ms. Fields stated the Board of Directors agreed to use the American Rescue Plan funding, that was allocated to the OTO area, to fund several trail projects. The projects were the Chadwick Flyer Trail in two sections, one in Christian County and one in Greene County, and the Wilson's Creek Boulevard Trail.

A draft Transportation Bill was released from the Transportation Infrastructure Committee for the House. Congressman Long requested 4 earmarks for the OTO area that are contained in the draft legislation. Those projects are the streetscape along Grand Street at MSU, the Chadwick Flyer Trail in Springfield, I-44 expansion from Glenstone to Highway 65, and MM corridor expansion from I-44 to James River Freeway. If that legislation is passed, that would be approximately \$12 million for the OTO region.

The fuel tax passed the Missouri Legislature. Estimates of the tax at full implementation would be \$15 million a year to be used by MoDOT in the OTO area.

OTO just completed its Federal Planning Certification Review which occurs every 4 years. The report from the review is expected to be out in August which will include some recommendations. OTO is not expecting any issues from that report.

Mr. Faucett has been scoring projects. Ms. Longpine is continuing work on the long-range plan. Mr. Thomason has been working on some studies that were just approved in the UPWP, including the I-44 and Highway 13 interchange, the Chadwick Flyer overpass in Ozark, and the FF corridor in Battlefield.

F. Legislative Reports

Mr. Wadlington from Senator Blunt's office reported that there is not an infrastructure bill yet. The bill Senator Blunt was working on has broken off. There is a new Highway Bill taking shape. Senators and reps are working on earmarks.

G. MoDOT Report

Mr. Miller stated the public comment period for the STIP ended in May. It is anticipated the Commission will approve the new STIP in July. The Unfunded Needs list for Tier 3 and multimodal is targeted to be completed by the end of September. The multimodal portion will be an open process in terms of what modes are included. It will be left up to OTO as to what modes and how to split them up throughout the summer.

II. **New Business:**

A. **Transportation Plan 2040 Amendment 13**

Ms. Longpine stated there were two projects proposed to be added to the Constrained Project List ahead of programming in the Transportation Improvement Program. The projects added to the Constrained List were the City of Springfield's Grand Street project and MoDOT's Route ZZ/FR 182. Ms. Longpine highlighted the projects.

Mr. Humphrey made a motion to recommend *Transportation Plan 2040* Amendment 13 to the Board of Directors. Mr. Artman seconded the motion. Chair Wiesehan asked for a roll call vote.

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

The motion passed.

B. **Draft 2022-2026 STIP**

Mr. Miller presented the draft 2022-2026 MoDOT Statewide Transportation Improvement Program (STIP). Each year, the Missouri Department of Transportation adopts a STIP. The STIP is a listing of projects that will be completed over the next five years. The FY 2022-2026 STIP will be adopted at the July 1, 2021, Missouri Highways and Transportation Commission meeting. 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) will be incorporated into the Draft OTO 2020-2023 Transportation Improvement Program.

This was informational only. No action was required.

C. **Draft FY 2022-2025 Transportation Improvement Program**

Ms. Longpine stated 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 Preventive Maintenance). The draft TIP will be made available for public comment beginning on June 13, 2021. Any comments will be provided to the Board of Directors for consideration. The draft document has been reviewed by USDOT and MoDOT and there were no comments. Minor revisions have been made since the TIP Subcommittee meeting to reflect final changes to the draft STIP and recent actions by the OTO Board.

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

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

The motion passed.

D. 2023-2027 Draft STIP Prioritization Project List

Ms. Fields reported the STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff requested the committee to review the criteria and recommend any changes. Included for review was the Draft Prioritization Glossary which will define the criteria to be used for the next round of prioritization. The 2023-2027 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors. Staff is proposing a change to the safety score. Ms. Fields details the proposed changes.

Mr. Pruitt made a motion to recommend the Board of Directors approve the Draft STIP Project Prioritization Criteria with the addition under # 11 - Bridge Conditions, scoring two points for bridges with a 5 rating. Mr. Humphrey seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Mooney, Ryan	Absent
Brookshire, Paula	Aye	Nelson, Andrew	Aye

Brown, Randy	Absent	O'Connor, Britni	--
Caufield, John	Absent	Parsons, Jeremy	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Dancey, Tom	Aye	Roussell, Jeff	Absent
Gugel, Martin	Absent	Schaumburg, David	Absent
Hall, Ezekiel	Aye	Shaw, Travis	Absent
Humphrey, Adam	Aye	VanHorn, Tommy	Aye
Keller, Joel	Aye	Vomund, Janette	Absent
Kromrey, Mary	Aye	Wiesehan, Todd	Aye

The motion passed.

E. 2023-2027 Draft STIP Prioritization Project List

Ms. Fields asked the Committee to review the list of projects proposed for prioritization ahead of the 2023-2027 STIP project selection process. Ms. Fields highlighted the list.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

There were no member announcements.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues presented.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

With no additional business to come before the Committee, Chair Wiesehan adjourned the meeting. The meeting adjourned at approximately 2:41 p.m.

Todd Wiesehan
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 8/18/2021; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between June 16, 2021 and August 11, 2021.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Battlefield Road Pedestrian Tunnel

City/County of concern: Springfield/Greene County

Date received: 06/16/2021

Received through: Map-A-Concern

Contact Name: Matt

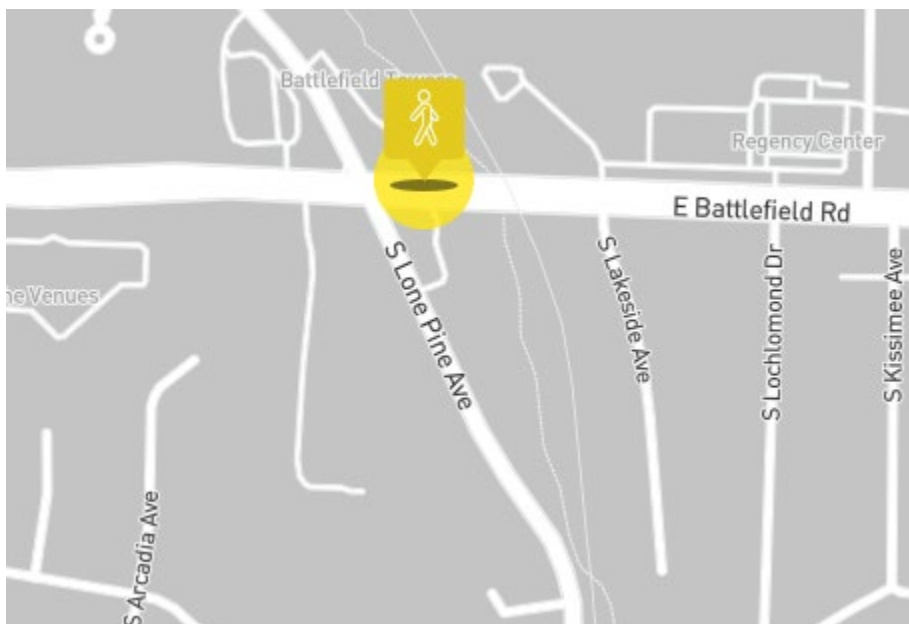
Contact Email/Ph #: not available

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

Love this suggestion. Almost all of trail underpasses in Springfield have this issue (e.g, Ward Branch under Campbell; South Creek under Scenic). Long-term, I hope they can consider a different design the next time they build a new one that is much less prone to frequent flooding.

Original Map-A-Concern Comment

The pedestrian tunnel under E Battlefield Rd floods fairly frequently, causing trail users to cross over the street instead of under. An easy solution might be to add a small concrete divider that extends a bit further upstream, so that the water only flows through the trail side when extremely high water is flowing. Could easily be blended into the existing sidewalk for aesthetic purpose.



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



PUBLIC COMMENT



Area of concern: Battlefield Road pedestrian tunnel

City/County of concern: Springfield/Greene County

Date received: 06/16/2021

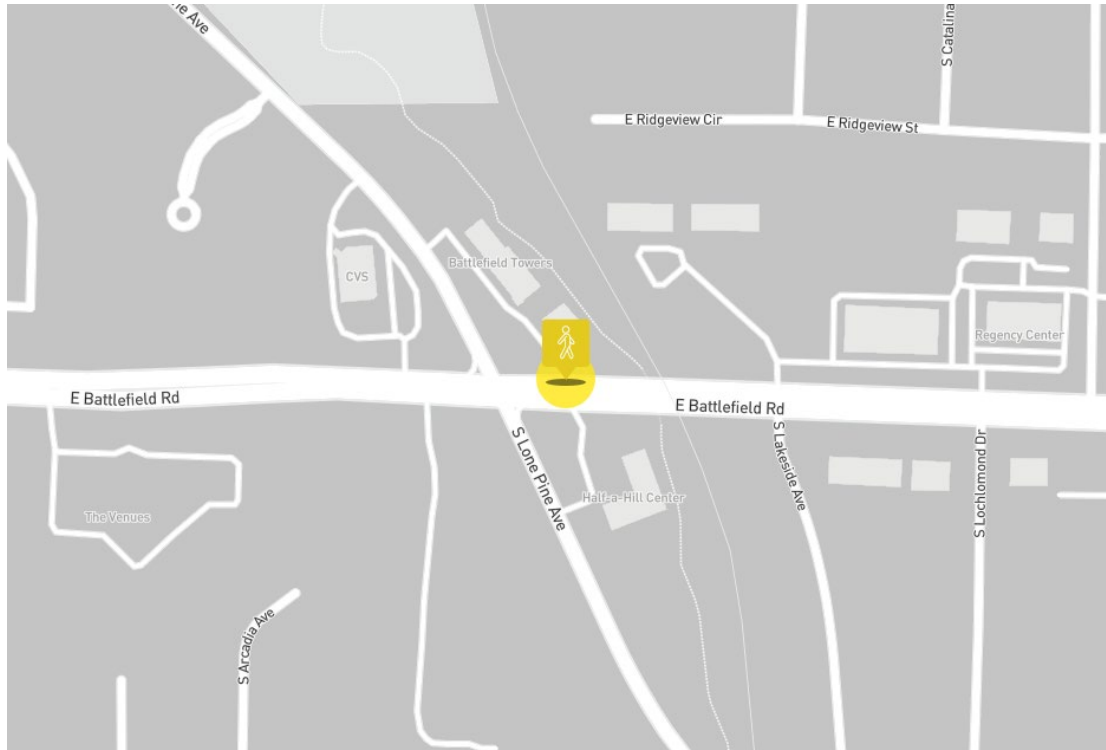
Received through: Map-A-Concern (OTO website)

Contact Name: James Hearron

Contact Email/Ph #:

Comment: The pedestrian tunnel under E Battlefield Rd floods fairly frequently, causing trail users to cross over the street instead of under. An easy solution might be to add a small concrete divider that extends a bit further upstream, so that the water only flows through the trail side when extremely high water is flowing. Could easily be blended into the existing sidewalk for aesthetic purpose.

Map



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



PUBLIC COMMENT



Area of concern: Bike lanes and sidewalks

City/County of concern: Springfield/Greene County

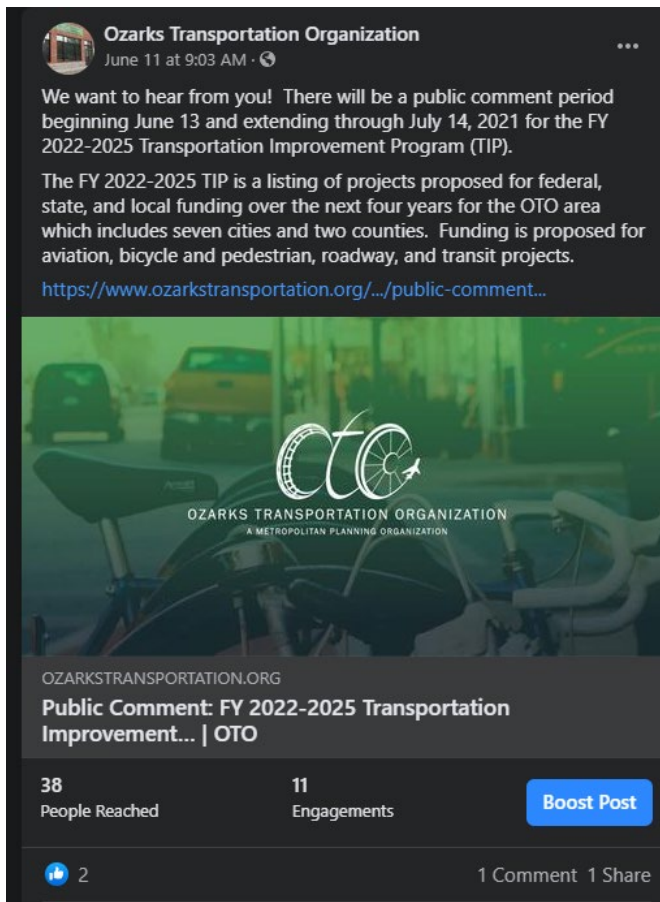
Date received: 06/16/2021

Received through: Facebook

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

OTO's Original Posting

Facebook Comment



Ozarks Transportation Organization
June 11 at 9:03 AM · 🌐

We want to hear from you! There will be a public comment period beginning June 13 and extending through July 14, 2021 for the FY 2022-2025 Transportation Improvement Program (TIP).

The FY 2022-2025 TIP is a listing of projects proposed for federal, state, and local funding over the next four years for the OTO area which includes seven cities and two counties. Funding is proposed for aviation, bicycle and pedestrian, roadway, and transit projects.

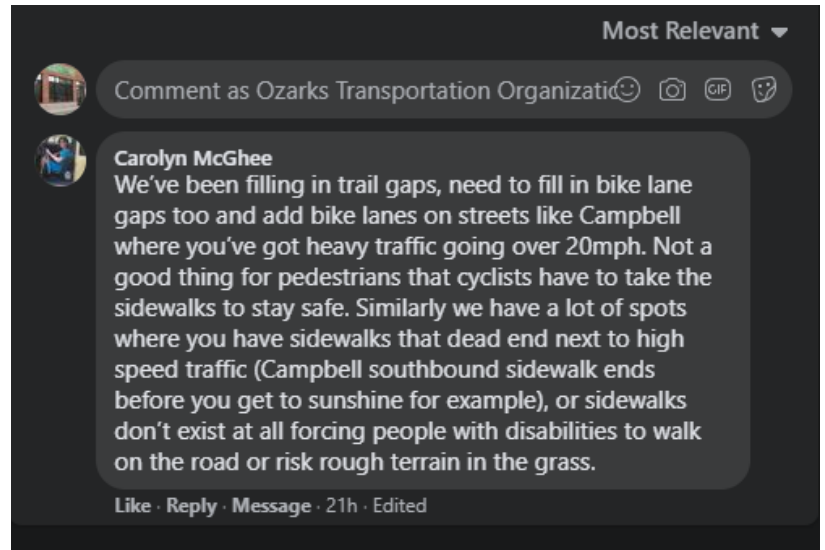
<https://www.ozarkstransportation.org/.../public-comment...>

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

OZARKSTRANSPORTATION.ORG
Public Comment: FY 2022-2025 Transportation Improvement... | OTO

38 People Reached 11 Engagements **Boost Post**

2 1 Comment 1 Share



Most Relevant ▾

Comment as Ozarks Transportation Organization 🗨️ 📷 GIF 🗨️

Carolyn McGhee
We've been filling in trail gaps, need to fill in bike lane gaps too and add bike lanes on streets like Campbell where you've got heavy traffic going over 20mph. Not a good thing for pedestrians that cyclists have to take the sidewalks to stay safe. Similarly we have a lot of spots where you have sidewalks that dead end next to high speed traffic (Campbell southbound sidewalk ends before you get to sunshine for example), or sidewalks don't exist at all forcing people with disabilities to walk on the road or risk rough terrain in the grass.

Like · Reply · Message · 21h · Edited

OTO Response: Liked the comments



PUBLIC COMMENT



Area of concern: Springfield buses

City/County of concern: Springfield/Greene County

Date received: 07/07/2021

Received through: Website

Contact Name: Chandra Beth Hodges

Contact Email/Ph #:

Comment:

You have a new comment



Chandra Beth Hodges

replied in **Ozarks Transportation Organization**

Your buses need to be wider to for wheelchairs at the entrance. The people who work at the access express bus terminal verbally abuse my disabled boyfriend .They are mean and hateful. They also schedule his rides way too early or way too late sometimes. Also Missouri needs a special service that will pick up stranded people in wheelchairs 24/7.

OTO Response: Thank you for this information. We will forward it to City Utilities.



PUBLIC COMMENT



Area of concern: Campbell and James River Freeway

City/County of concern: Springfield/Greene County

Date received: 06/18/2021

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

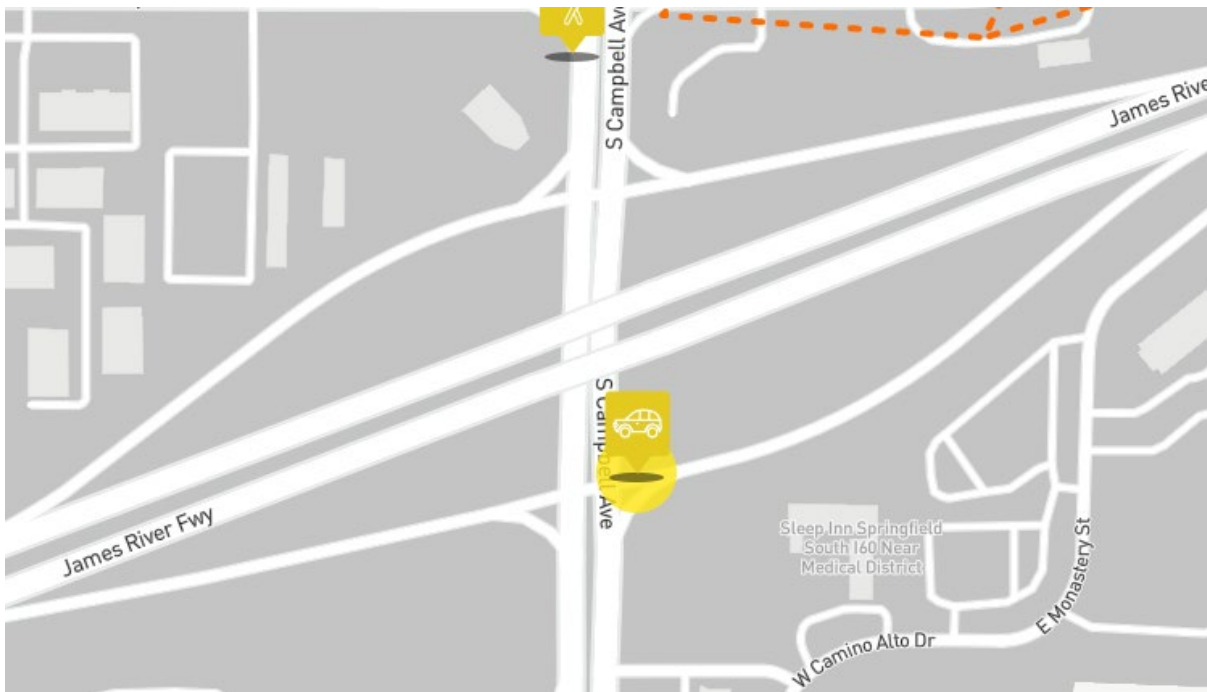
Contact Name: None

Contact Email/Ph #:

Comment: The flow of traffic at Campbell and James River is dangerous. Each of the intersections often get clogged because of the heavy traffic, and I've seen seriously dangerous situations there. It isn't even worth it to drive this way most of the time, it takes forever. Obviously it would require a major overhaul, but we've done it at other major intersections. We need to do it here too. Either that, or extend Kansas Expressway!

Map

VV



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



PUBLIC COMMENT



Area of concern: Campbell and Republic Road

City/County of concern: Springfield/Greene County

Date received: 06/18/2021

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

Contact Name: Kat Trussler

Contact Email/Ph #:

Comment: There are no crosswalks to cross campbell at this intersection and no sidewalks to walk on.

Map



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



PUBLIC COMMENT



Area of concern: Crosswalks to Sunshine east of Glenstone

City/County of concern: Springfield/Greene County

Date received: 07/20/2021

Received through: Email

Contact Name: Morey Mechlin

Contact Email/Ph #: moreymechlin@me.com

Contact Address: 2533 East Ottawa St, Springfield, 65804

Email chain:

Public comment: 07/20/2021 - Elise Crain here, hope you remember me. One of my friends wants a crosswalk on Sunshine Street! She asked to whom she should talk. I was not sure who at MODOT so thought I would reach out to you for guidance. Want her contact information?

OTO Response: 07/20/2021 - I received your email yesterday concerning the crosswalk on Sunshine. I tried responding, but my email was returned as undeliverable. I don't know if this is still a good email for you, but I thought I would try anyway. You can definitely send me your friend's contact info. MoDOT has been directing most public comment to the OTO lately, so their concern would end up with us anyways. Please let me know if you have any questions! – Andy

Public comment: 07/24/2021 - Who of us knows what cyberspace does? Thought I sent this! Thanks for taking good care of Morey 😊 My friend is Morey Mechlin, she is interested in crosswalks on Sunshine at Lone Pine, Oak Grove and Ventura. Cell and text 417.880.9247, moreymechlin@me.com. Morey and I have worked on several projects together; she is wonderful to work alongside 😊

OTO Response: 07/28/2021 - Morey, I share your interest in adding crosswalks to Sunshine east of Glenstone. This is a corridor that has been on our radar for a while. If there are particular characteristics of Lone Pine, Oak Grove, and Ventura that make them strong candidates for crosswalks, please let me know. I am happy to add your thoughts to our public comment files that get shared with MoDOT and the City of Springfield. I look forward to hearing from you! – Andy

Public comment: 08/04/2021 - Hi Andy, Thank you for your email. I'm glad to know that you are aware of the need for safe crosswalks in this location. With the increased car and pedestrian traffic that will be created by HyVee, I hope that north-south crosswalks will soon become a reality. I'm surprised — and dismayed — that the City, County and State have not identified the need sooner, especially with the City's Career Center located in this area. Many of their clients are pedestrians, bike or bus riders who deserve a safe crosswalk. With subdivisions on both the north and south sides of Sunshine as well as many locally owned businesses wanting to attract that business, safe crosswalks are desperately needed. And if you want to really improve safety, continuous sidewalks would be on the high priority list, also. Until then, we have the response to Shel Silverstein's "Where the Sidewalk Ends." Again, thank you for your attention to this problem. I look forward to crossing Sunshine safely soon.

Sincerely,

Morey Mechlin
2533 East Ottawa Street
Springfield, MO 65804

OTO Response: 08/05/2021 - Morey, Thank you for sharing your perspective. I will make sure it is shared with our Board of Directors. Andy



PUBLIC COMMENT



Area of concern: Farm Road 150 and Haseltine Road

City/County of concern: Republic/Greene County

Date received: 07/02/2021

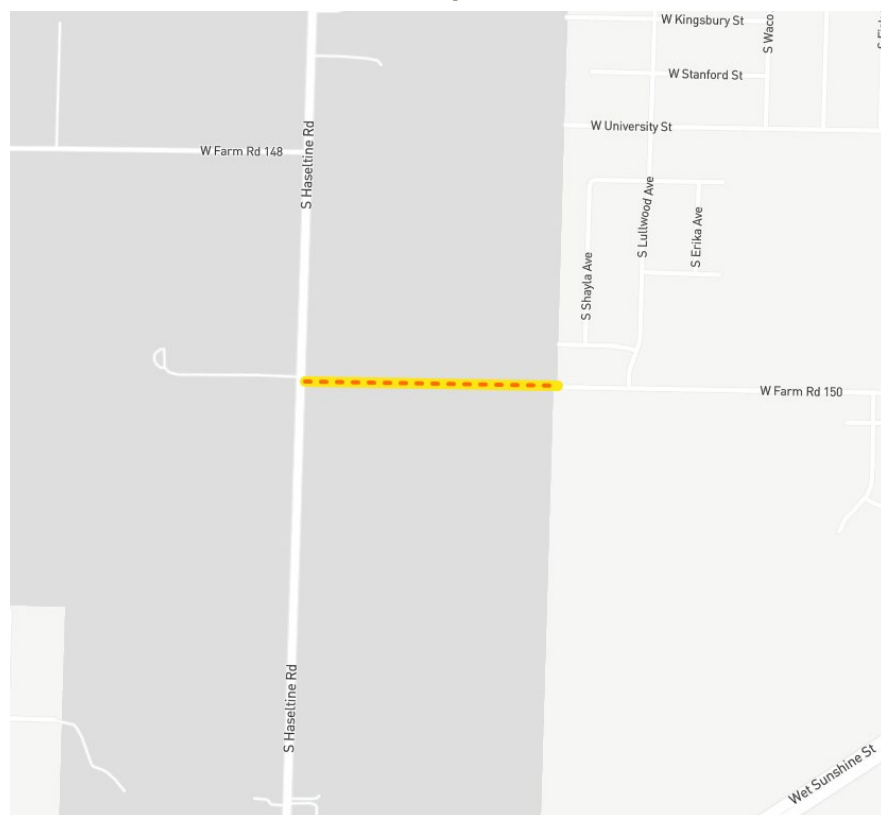
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #:

Comment: This stretch of FR150 that is in Republic city limits is getting really bad. Their quick attempt to fill pot holes are actually making it worse. Edge of WB lane is literally full-depth falling apart, especially closer to intersection with Haseltine. Construction traffic from new subdivision just east of there is quickly destroying the entire road. It's fine once it hits the portion under Greene Co maintenance.

Map



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



PUBLIC COMMENT



Area of concern: Highway 13 & I-44

City/County of concern: Springfield/Greene County

Date received: 06/2021

Received through: Website

Contact Name: Jim Kalberloh

Contact Email/Ph #:

Contact Address:

Comment: As an "out of town" who comes to Springfield on a regular basis for shopping and entertainment, and we come from the North on 13 Highway, the intersection at 13 and I-44, is usually a nightmare. Especially on the weekends, where traffic can be backed up, going southbound, as far as 1-1 1/2 miles! I would hope that this problem is being discussed with MODOT as a concern to be high on their priority list. With the gas tax being passed, some of the real problem places like this, I hope will get needed attention. This area is a main route from the North for people traveling to Springfield and Branson!

OTO Response

Thank you for this information. We will share this with our Technical Planning Committee and our Board of Directors



PUBLIC COMMENT



Area of concern: I-44 at Kansas Expressway

City/County of concern: Springfield/Greene County

Date received: 07/05/2021

Received through: Facebook

Contact Name: Bill Owen

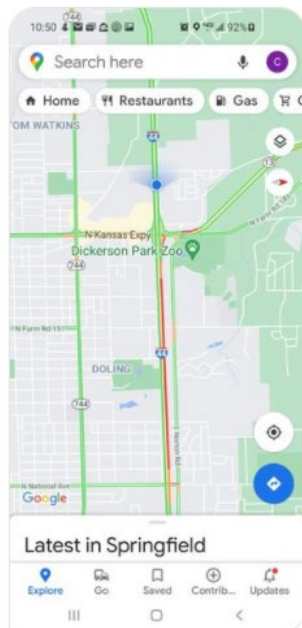
Contact Email/Ph #: not available

Facebook Message received through Messenger



Bill Owen

Mon 10:59 AM



Sent by a friend at 11:00 Sunday July 5th. West Bound I-44 backed up to National

OTO Response: Thank you for this information. It will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Microtransit in the Springfield Metro Area

City/County of concern: OTO MPO Area

Date received: 06/26/2021

Received through: Email

Contact Name: Cameron Griot

Contact Email/Ph #: camgriot@gmail.com

Contact Address:

Comment: I just wanted to inquire about the feasibility of microtransit in the Springfield Metro. Since the suburbs of Springfield are not at all served by fixed route public transportation, that seems like something that could have some potential and provide a way to transform the existing fixed routes. Another thing this would help address is providing transportation to distribution center and similar jobs that have locations along the outskirts of the community.

Thank you!

Cameron

OTO Response:

Good morning Mr. Griot,

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



PUBLIC COMMENT



Area of concern: National Avenue

City/County of concern: Springfield/Greene County

Date received: 06/22/2021

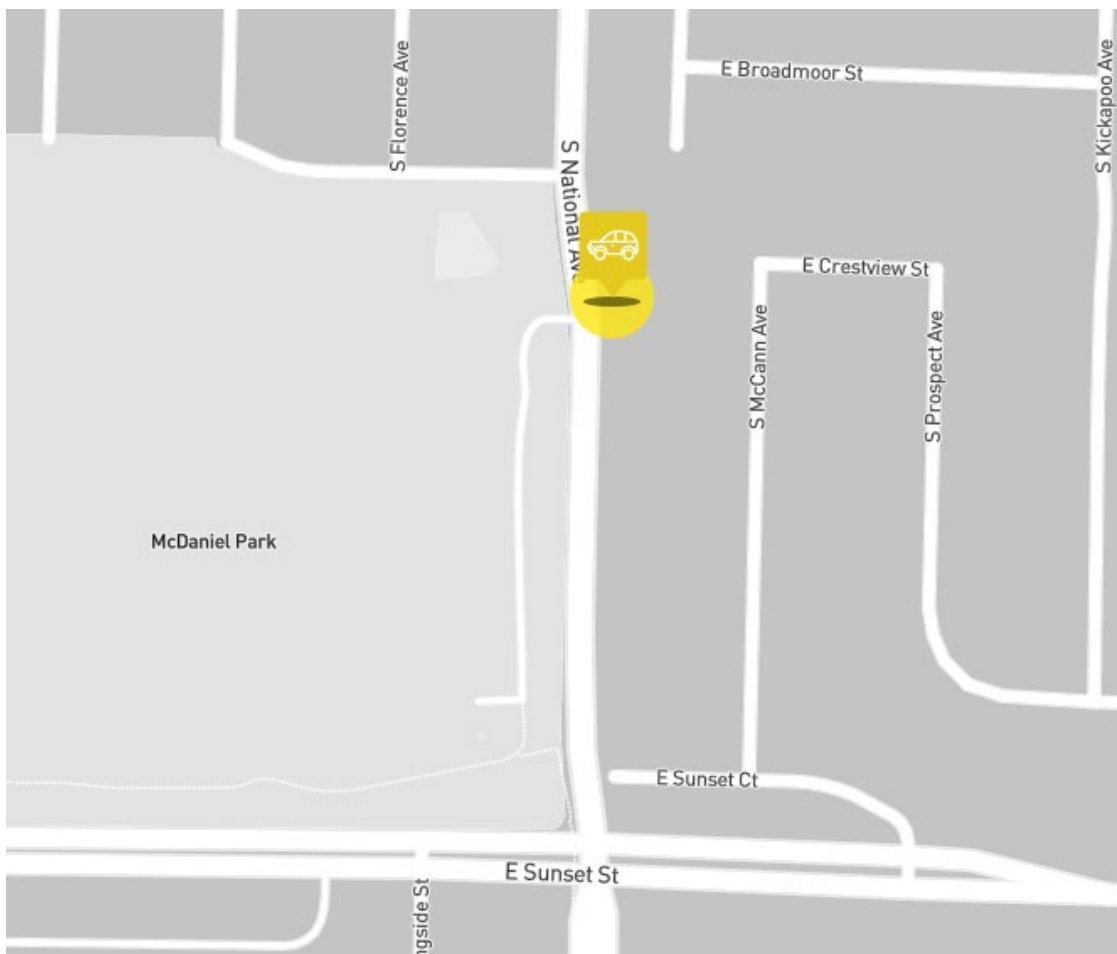
Received through: Map-A-Concern (OTO website)

Contact Name: PH

Contact Email/Ph #:

Comment: Right lane fills half with standing water with even modest rainfall.

Map



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



PUBLIC COMMENT



Area of concern: Passenger Trail Local

City/County of concern: OTO MPO Area

Date received: 06/16/2021

Received through: Map-A-Concern

Contact Name: Matt

Contact Email/Ph #: not available

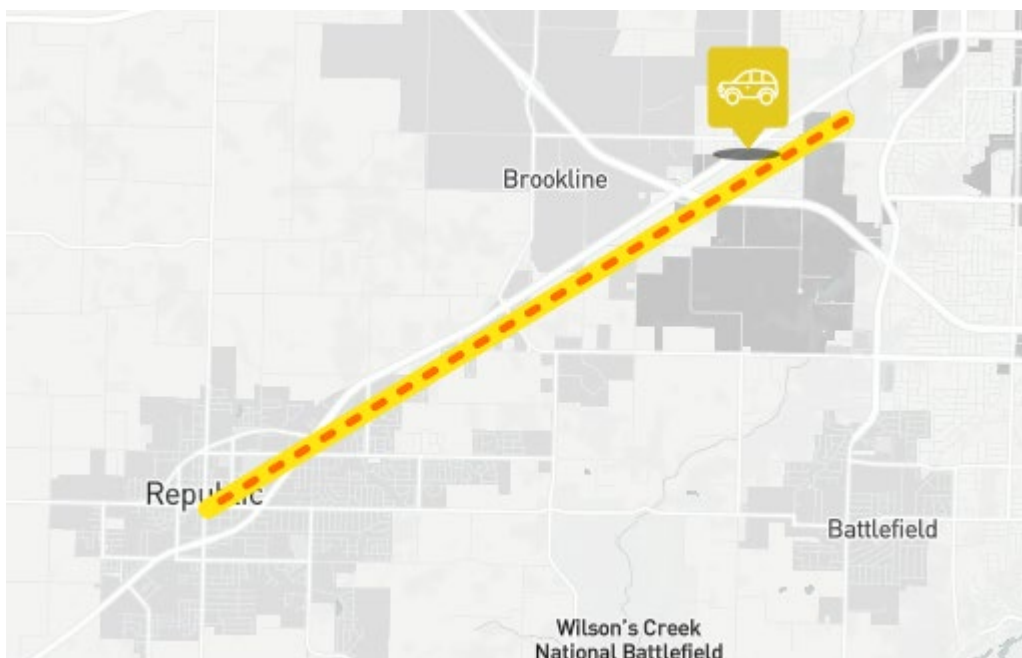
Map-A-Concern response
Comment to ---->

"I disagree completely. I think a train connecting to nearby neighboring towns is not a cost-effective or realistic solution. The only rail service I would support is anything that would connect Springfield to either Kansas City or St Louis."

Original Map-A-Concern Comment

I think using passenger trains as connectors between neighboring cities would be really helpful vs trying to use busses to get back and forth and being limited by speed limits. The line I indicated is just one example. People could use the rail to get into Springfield for example and then transfer to city transit to go the rest of the way.

Map



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



PUBLIC COMMENT



Area of concern: Republic Road near Campbell sidewalk

City/County of concern: Springfield/Greene County

Date received: 06/18/2021

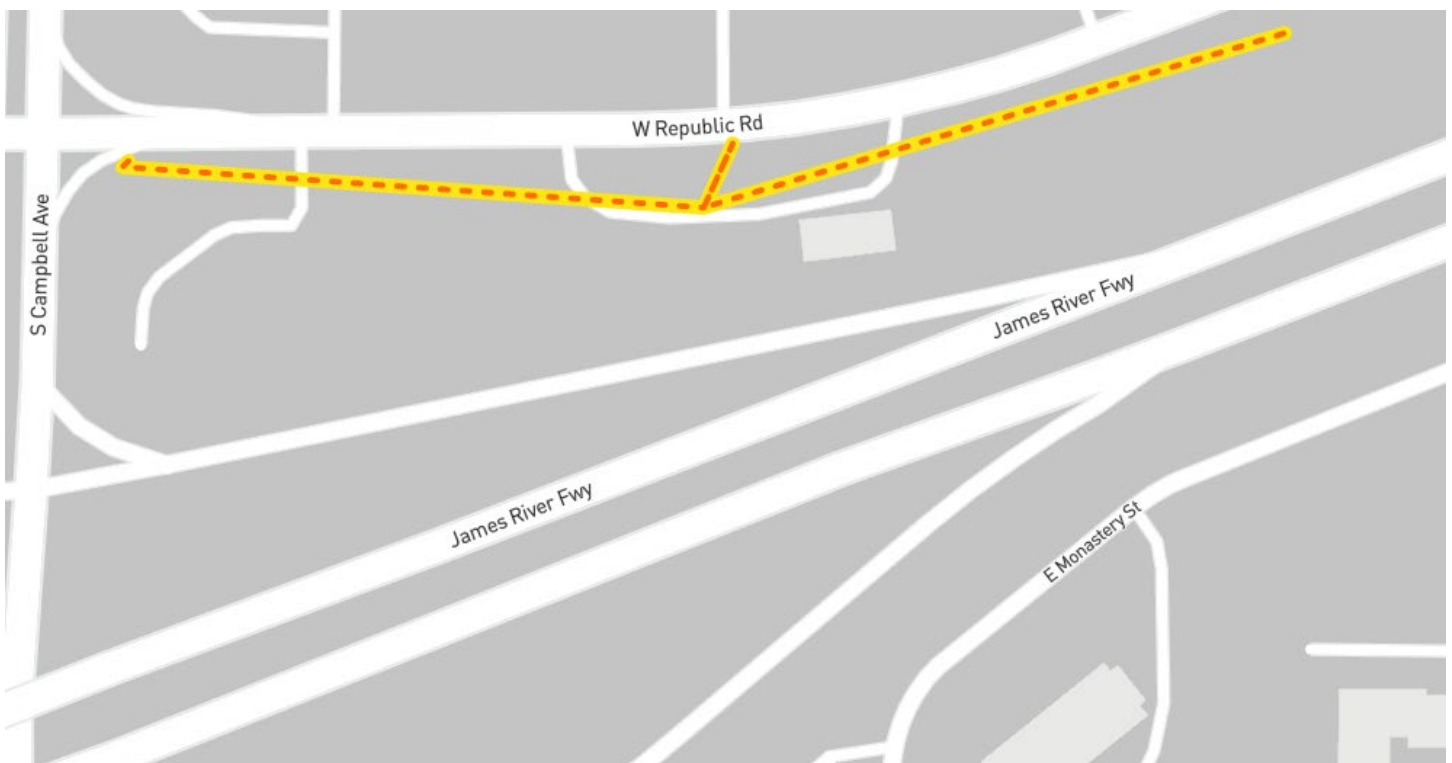
Received through: Map-A-Concern (OTO website)

Contact Name: Kat Trussler

Contact Email/Ph #:

Comment: The sidewalk that goes over James river ends leaving walkers to have to attempt to navigate either the shoulder or the grass

Map



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



PUBLIC COMMENT



Area of concern: Republic Road and Monastery Street

City/County of concern: Springfield/Greene County

Date received: 06/18/2021

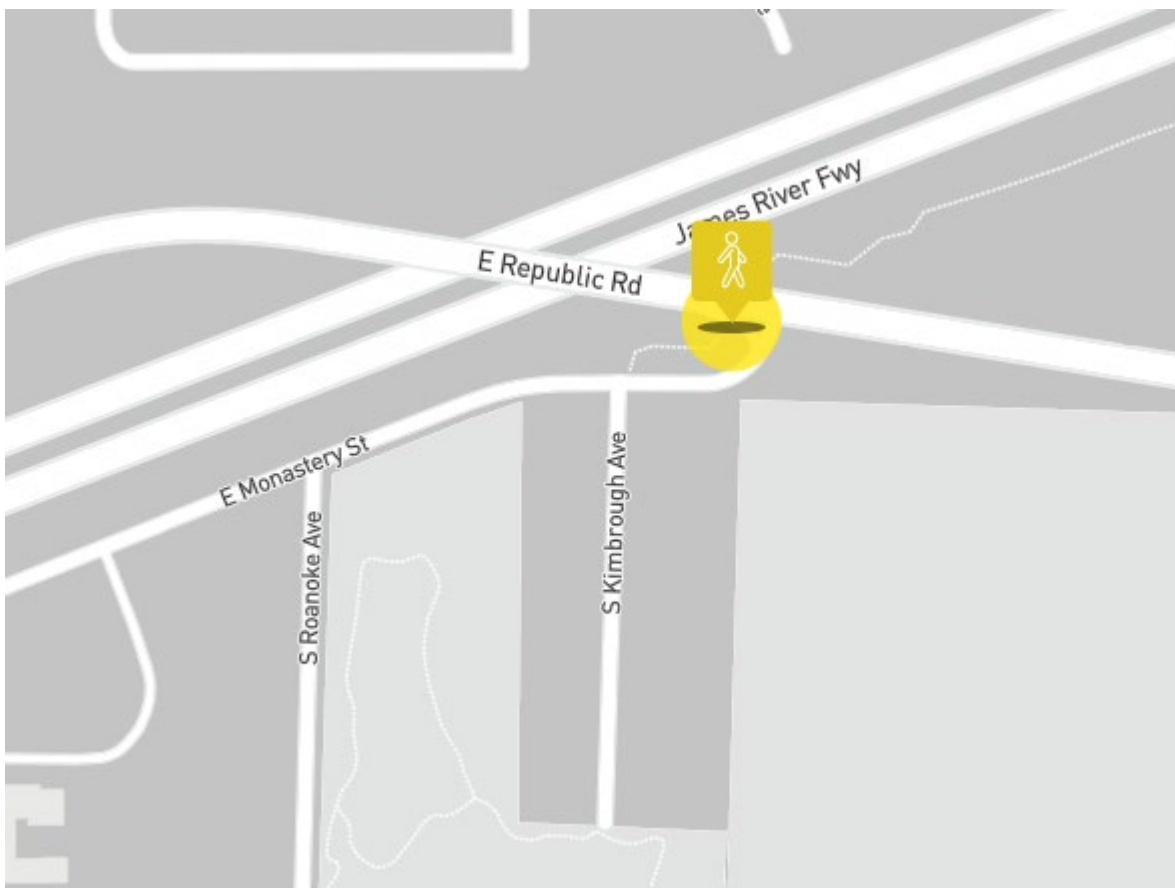
Received through: Map-A-Concern (OTO website)

Contact Name: Kat Trussler

Contact Email/Ph #:

Comment: This path goes under the road but will only allow access on the south side of republic road to the road level. If someone is attempting to use this path to access the north neighborhood they have to cross the busy road

Map



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



PUBLIC COMMENT



Area of concern: Sunset and Glenstone

City/County of concern: Springfield/Greene County

Date received: 06/16/2021

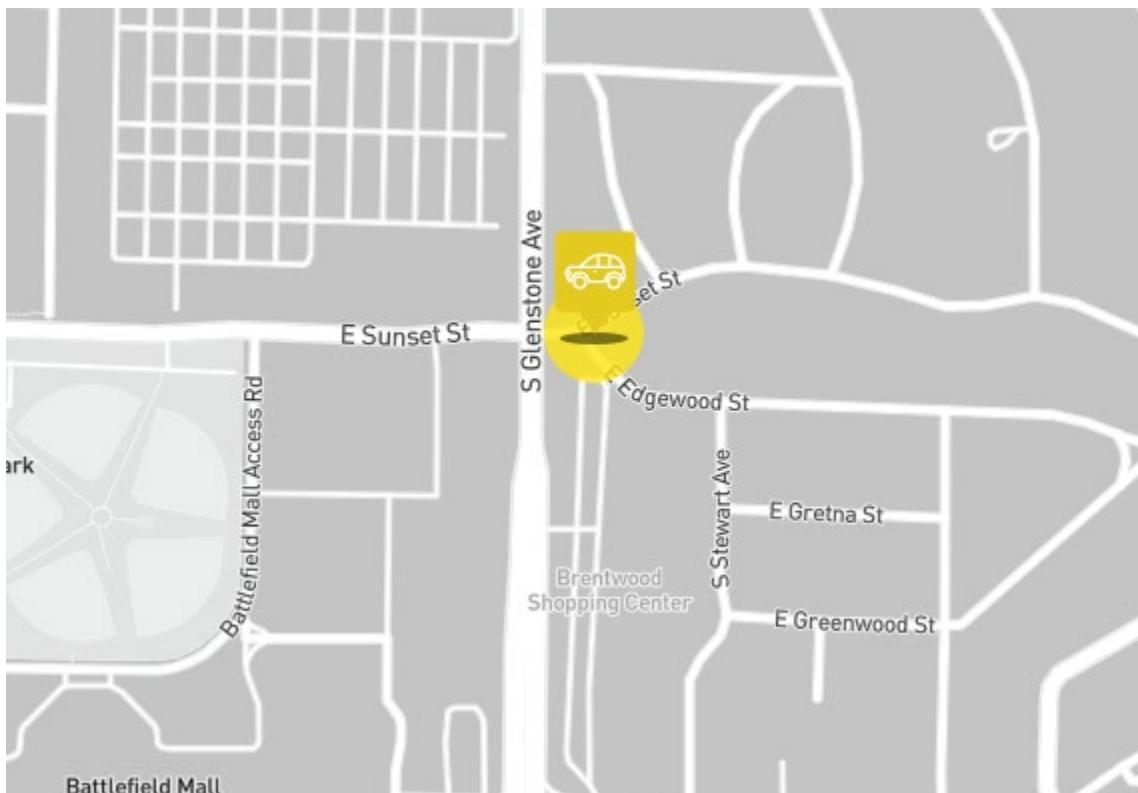
Received through: Map-A-Concern (OTO website)

Contact Name: James Hearron

Contact Email/Ph #:

Comment: The westbound traffic on Sunset street does not have a protected left turn period. During rush hours & the fall holiday season, this makes turning left very difficult and sometimes takes two cycles for one car to get through. Traffic on the opposing side of the intersection is very heavy and leaves little time for trying to turn.

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 8/18/2021; ITEM II.A.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION:

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

§ 450.334 Annual listing of obligated projects.

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

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

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

The Ozarks Transportation Organization Federal Fiscal Year 2021 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Federal Fiscal Year 2021 includes the time period from October 1, 2020 to June 30, 2021 as the Transportation Improvement Program fiscal year has changed to a start of July 1.

Please note that this is required to be published by September 28, 2021.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects.”

OR

“Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects with the following corrections...”

FY 2021 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding federal fiscal year. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred. Due to a change in fiscal year for the Transportation Improvement Program from a start of October 1 to a start of July 1, this year's ALOP covers the dates of October 1, 2020 to June 30, 2021.

Annual Listing of Obligated Projects (ALOP)

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

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

TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Transportation 2040*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

Ozarks Transportation Organization (OTO)

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

Transportation Organization. The mission of the OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

The Report

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

PROJECT NO

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

JOB NO

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

PROJECT DESCRIPTION

Contains a brief description of the project.

COUNTY

County where project is to take place.

SPONSOR

This references the agency responsible for implementing the project.

TIP NUMBER

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

TIP YEARS

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

PROGRAMMED YEAR

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

PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to federal fiscal year 2021.

FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after federal fiscal year 2021.

PROGRAM CODE

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

TRANSACTION DATE

This is the date that funding was obligated during the 2021 federal fiscal year.

FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2021 federal fiscal year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2021, even if funding itself was not obligated.

PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2021 federal fiscal year. Current and past funding changes are shown by Program Code.

REMAINING FUTURE FEDERAL FUNDS

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

FY 2021 Annual Listing of Obligated Projects (October 1, 2020 - June 30, 2021)

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0005589	N/A	GREENE CO, SPRINGFIELD, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #664 118Y-SHERMAN PARKWAY	GREENE	MODOT	SP1912	2019-2022 A5	2020	\$46,000.00	\$0.00	Z55E	12/23/2020	\$8,000.00	\$0.00	\$0.00
										Z550	--	\$0.00	\$41,214.56	
00FY619	N/A	2019 OBLIGATION FOR THE 2019 ANNUAL CPG AGREEMENT	CHRISTIAN/GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M450 Z77D	-- --	\$0.00 \$0.00	\$3,750.00 \$1,250.00	PROJECT CLOSE 1/13/2021
00FY819	N/A	2019 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M77D	11/25/2020	(\$34,594.90)	\$152,072.55	PROJECT CLOSE 11/25/2020
										Z450	11/25/2020	(\$139,646.07)	\$613,856.20	
										Z77D	11/25/2020	(\$11,953.90)	\$52,546.25	
00FY822	N/A	OTO OBLIGATION FOR THE 2022 ANNUAL CPG AGREEMENT	CHRISTIAN/GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025	2019, 2020, 2021, 2022, 2023, 2024, 2025	N/A	N/A	18MP	6/28/2021	\$225,772.25	\$0.00	N/A
										M450	6/28/2021	\$303,518.59	\$0.00	
										Z230	6/28/2021	\$156,800.00	\$0.00	
										Z450	6/28/2021	\$373,798.16	\$0.00	
0132076	J8P2390	MO 13, GREENE CO. SIGNAL IMPROVEMENTS ON KANSAS EXP. AT SUNSET ST AND WALNUT LAWN ST. 0.20 MI	GREENE	MODOT	SP1401	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025	2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023	REMOVED FROM TIP 20A6	REMOVED FROM TIP 20A6	M001	5/10/2021	\$30,400.00	\$0.00	\$4,948,144.00
					SP1816 (SUNSET)									
					SP1817 (WALNUT LAWN)									
0132089	J8P3118	GREENE CO, MO 13, PAVEMENT RESURFACING FROM RT WW IN GREENE CO TO .1 MI NORTH OF NORTON RD IN SPRINGFIELD	GREENE	MODOT	GR1903	2019-2022, 2020-2023	2019, 2020, 2021	\$1,896,000.00	\$0.00	Z001	2/22/2021	(\$357,345.47)	\$1,287,335.60	\$966,009.87
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023, 2022-2025	2020, 2021, 2022, 2023	\$9,600.00	\$2,617,600.00	Z001	5/13/2021	\$36,247.24	\$32,800.00	\$2,558,152.76
0132091	J8S3173	GREENE CO, MO 13 S, UPGRADE PED FACILITIES TO COMPLY W/ ADA TRANSITION PLAN AT VARIOUS LOCATION ON KS EXPRESSWAY N OF I-44 TO RT 60	GREENE	MODOT	EN2003	2020-2023 AM5	2020 (AC), 2021 (AC), 2022 (AC), 2023, 2023 (AC)	\$41,600.00	\$3,963,200.00	Z0E1	11/3/2020	\$394,400.00	\$0.00	\$3,610,400.00
0132092	J8P3087F	GREENE CO, MO 13 S, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT WALNUT LAWN ST IN SPRINGFIELD	GREENE	MODOT	SP1817	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025	2018, 2019, 2020, 2021, 2022, 2023	\$125,600.00	\$2,576,616.00	Z001	3/5/2021	\$280,800.00	\$0.00	\$2,421,416.00
0132093	J8P3087E	GREENE CO, MO 13 S, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT SUNSET ST IN SPRINGFIELD	GREENE	MODOT	SP1816	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025	2018, 2019, 2020, 2021, 2022, 2023	\$176,800.00	\$2,099,528.00	Z001	3/9/2021	\$389,606.54	\$0.00	\$1,886,721.46
0141028	J8P0588H	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES, DRAINAGE FROM FORT ST TO 0.2 MI E/O TIFFANY BLVD; ADD FIBER OPTIC CONNECT FROM RT 160 TO RIDGECREST ST, SIDEWALKS	CHRISTIAN	MODOT	NX1701	2017-2020, 2018-2021, 2019-2022, 2020-2023 AM9	2017, 2018, 2019, 2020, 2021	\$7,650,000.00	\$0.00	Z001	3/5/2021	\$3,581,392.46	\$1,496,591.60	\$1,638,085.08
										Z230	11/17/2020	\$223,383.26	\$0.00	
										Z5E1	3/5/2021	\$183,547.60	\$0.00	
										Z5E1	3/5/2021	\$527,000.00	\$0.00	
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Z001	4/27/2021	\$2,977.20	\$3,340,809.38	\$0.00
										Z230	--	\$0.00	\$130,000.00	
0141034	J8P3115B	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM EAST OF TIFFANY BLVD IN NIXA TO 32ND ST IN OZARK	CHRISTIAN	MODOT	CC2001	2020-2023	2020, 2021	\$482,400.00	\$0.00	Z001	3/5/2021	\$456,277.49	\$8,000.00	\$6,002.51
										Z530	3/5/2021	\$12,120.00	\$0.00	
0141035	J8P3206	CHRISTIAN CO, MO 14 E, HIGH FRICTION SURFACE TREATMENT FROM WEST OF CARROLL RD TO WEST OF HILLTOP COURT & AT RICHWOOD RD	CHRISTIAN	MODOT	CC2101	2020-2023 A5	2021, 2022	\$16,200.00	\$224,100.00	Z530	10/16/2020	\$0.00	\$0.00	\$240,300.00
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	GREENE	MODOT	SP1112	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$3,357,227.00	\$0.00	L010	--	\$0.00	\$0.00	PROJECT CLOSE 1/13/2021
										HY10	--	\$0.00	\$166,134.42	
										Z530	--	\$0.00	\$74,547.50	
										M230	--	\$0.00	\$1,110,295.00	
										Z001	--	\$0.00	\$1,686,423.11	
0442319	J8S3155	LP 44, GREENE CO; REBUILD PAVEMENT ON CHESTNUT EXPRESSWAY FROM I-44 TO EAST OF BROADVIEW PLACE IN SPRINGFIELD	GREENE	MODOT	GR1906	2019-2022, 2020-2023	2019, 2020, 2021	\$1,256,000.00	\$0.00	Z001	6/28/2021	\$0.00	\$79,200.00	\$0.00
										Z0E1	6/28/2021	\$1,756,743.69	\$0.00	
										Z530	6/28/2021	\$0.00	\$0.00	
										Z001	6/28/2021	(\$156,600.00)	\$251,100.00	
0442320	J8I3147	GREENE CO, IS 44, REBUILD PAVEMENT ON THE EASTBOUND LANES AT RT 744 (MULROY RD) INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	GR1905	2019-2022, 2020-2023	2019, 2020, 2021	\$4,088,700.00	\$0.00	Z0E1	3/5/2021	\$34,621.20	\$0.00	\$0.00
										Z530	6/28/2021	\$4,681,094.09	\$0.00	
										Z530	6/28/2021	\$0.00	\$0.00	

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0442324	J8S3167	GREENE CO, LP 44, PAVE RESURFACING ON CHESTNUT EXPRESS FROM .1 MI W OF BUS 65(GLENSTONE AVE) TO BELCREST AVE & ON GLENSTONE AVE FROM TURNER ST TO BUS 65	GREENE	MODOT	SP2002	2020-2023, 2022-2025	2020, 2021, 2022, 2023, 2024	\$3,200.00	\$1,040,800.00	Z001	11/3/2020	(\$8,337.10)	\$8,800.00	\$0.00
0602072	J8P2381	RTE 60, GREENE CO, SIGNAL IMPROVEMENTS AT RTE 125, 0.20 MI	GREENE	MODOT	RG1201	2012-2015, 2013-2016, 2014-2017, 2015-2018, 2017-2020, 2018-2021	2012 (AC), 2013 (AC), 2014 (AC), 2015 (AC), 2016, 2017, 2018	\$28,800.00	\$0.00	L050	5/10/2021	\$0.00	\$0.00	\$0.00
										Z001	5/10/2021	\$24,000.00	\$0.00	
0602094	J8P0683G	US 60, GREENE CO, FREEWAY IMPROVEMENTS FROM .2 MI W OF HIGHLAND SPRINGS RD TO .3 MI E OF CO RD 213	GREENE	MODOT	GR1403	2014-2017, 2015-2018, 2017-2020, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025	2014, 2015, 2015 (AC), 2016, 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$103,200.00	\$64,000.00	Z001	10/30/2020	\$59.79	\$215,717.02	\$0.00
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$208,000.00	\$200,000.00	Z001	3/12/2021	\$1,217,613.08	\$370,155.93	\$0.00
											1/28/2021	\$5,132.97		
											11/12/2020	\$23,225.73		
0602105	J8P3122	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .7 MI E OF BUS 65 (GLENSTONE AVE) TO RT 125	GREENE	MODOT	GR1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2021	\$620,800.00	\$0.00	Z001	2/22/2021	(\$20,239.26)	\$346,084.01	\$242,786.05
										ZS30	2/22/2021	(\$4,951.80)	\$57,121.00	
0602106	J8P3129	US 60, GREENE CO, ADA TRANSITION PLAN IMPROVEMENTS AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	EN1801	2018-2021, 2019-2022, 2020-2023 AM8	2018, 2019, 2020, 2021	\$1,078,400.00	\$0.00	Z001	4/28/2021	(\$100,800.00)	\$265,390.40	\$0.00
										Z0E1	4/28/2021	\$347,576.49	\$0.00	
										Z240	4/28/2021	\$0.00	\$0.00	
										Z24E	4/28/2021	\$577,000.00	\$0.00	
0602109	J8P3032B	GREENE CO, US 60, ADD LANES ON JAMES RIVER FREEWAY, IMPROVE RAMPS FROM NATIONAL AVE TO RT 65, & RECONFIGURE INTERCHANGE AT BUS 65 (GLENSTONE AVE)	GREENE	MODOT	SP1907	2019-2022, 2020-2023 A7	2019, 2020, 2021	\$19,469,600.00	\$0.00	Z001	2/22/2021	(\$2,873,293.04)	\$15,241,860.13	\$5,831,930.56
										ZS30	2/22/2021	\$274,102.35	\$0.00	
										ZS31	2/22/2021	\$0.00	\$0.00	
										ZSE1	2/22/2021	\$995,000.00	\$0.00	
0602113	J8P3197	GREENE CO,US 60 E,RR CROSS SAFETY IMPROVE AT VARI LOCAT CO RD 194 W OF REPUBLIC TO O'NEAL ST&BNSF RR ON MAIN ST,HAMPTON AVE,HINES ST&RT 274 IN REPUBLIC	GREENE	MODOT	GR2011	2020-2023 A5, 2022-2025	2020, 2021, 2022	\$21,000.00	\$420,700.00	LS4R	—	\$0.00	\$113,155.16	\$292,944.81
										Z001	12/21/2020	(\$72,982.34)	\$108,582.37	
0602114	J8P3207	US 60, GREENE CO; ADD ITS FOR OZARK TRAFFIC AT VARIOUS LOCATIONS ON RTE 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD, RT FF (WEST BYPASS) NEAR BATTLEFIELD	GREENE	MODOT	MO2106	2020-2023 A7, 2022-2025	2021, 2022	\$40,000.00	\$807,200.00	Z240	2/8/2021	\$0.00	\$0.00	\$847,200.00
0651073	J8P0605	US 65, CHRISTIAN CO; CAPACITY IMPROVEMENTS FROM N/O VALLEY WATER MILL RD IN SPRINGFIELD TO RT F IN OZARK	CHRISTIAN	MODOT	CC1102	2014-2017, 2015-2018, 2017-2020, 2018-2021, 2019-2022, 2020-2023	2015, 2016, 2017, 2018, 2019, 2020, 2021	\$2,088,000.00	\$0.00	Z001	4/16/2021	(\$596,646.24)	\$1,600,800.00	PROJECT CLOSE 4/6/2021
0651079	J8P3116	CHRISTIAN CO, US 65 S, PAVEMENT RESURFACING FROM RT CC TO 1 MI SOUTH OF RT F IN OZARK	CHRISTIAN	MODOT	OK1901	2019-2022, 2020-2023	2019, 2020, 2021	\$1,664,800.00	\$0.00	Z001	2/22/2021	(\$381,565.17)	\$1,835,675.51	\$210,689.66
0652079	J8P0850B	OR 65, GREENE CO; RELOCATE EASTGATE AVE (EAST OUTER RD) INTERSECTION EAST OF RTE 65	GREENE	MODOT	SP1106	2014-2017, 2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$497,007.00	\$0.00	L23R	3/26/2021	(\$178.21)	\$146,896.84	PROJECT CLOSE 3/26/2021
										Z240	—	\$0.00	\$193,009.00	
0652102	J8P3079B	US 65, GREENE CO, UPGRADE GUARDRAIL FROM .3 MI N OF RT D(SUNSHINE ST) TO RT 60	GREENE	MODOT	SP1704	2017-2020, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$564,800.00	\$0.00	Z001	2/8/2021	(\$33,850.75)	\$555,347.28	PROJECT CLOSE 2/8/2021
										ZS30	—	\$0.00	\$0.00	
0652103	J8P3080	US 65, GREENE CO, REBUILD PAVEMENT FROM .5 MI S OF RT D (SUNSHINE ST) TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	SP1705	2017-2020, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$5,963,200.00	\$0.00	Z001	12/21/2020	\$405,205.35	\$5,320,197.38	PROJECT CLOSE 2/8/2021
0652106	J8P3079C	US 65, GREENE CO; GUARDRAIL IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RTE 744 (KEARNEY ST)	GREENE	MODOT	SP1814	2018-2021 AM1	2018	\$212,000.00	\$0.00	Z001	—		\$207,013.00	PROJECT CLOSE 1/29/2021
										ZS30	—		\$116,387.50	

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0652109	J8P30698	US 65, GREENE CO; ADD SAFETY SIGNAGE FOR WRONG-WAY COUNTERMEASURES AT VARIOUS RAMP LOCATIONS FROM 0.8 MI N/O I-44 TO RT F, ON RT 60 FROM RT 125 TO WEST COUNTY LINE RD, RT 360 FROM W OF MM TO E OF RT 413	GREENE	MODOT	MO2002	2020-2023	2020	\$775,800.00	\$0.00	ZS30	3/23/2021	(\$5,889.04)	\$187,765.28	PROJECT CLOSE 3/23/2021
0652112	J8S3160	GREENE CO,BUS 65 S,OPERATION&SAFETY IMPROVE&UPGRADE SIDE TO COMPLY W/ADA TRANS PLAN ON GLENSTONE AVE-VALLEY WATER MILL RD TO RT TO RT60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 A7, 2022-2025	2020, 2021, 2022	\$524,800.00	\$6,783,200.00	Z001	6/10/2021	\$903,962.96	\$717,600.00	\$5,662,351.26
											4/16/2021	\$24,085.78		
1601052	J8P2389	US 160, GREENE COUNTY. INTERSECTION IMPROVEMENTS AT RTE. AB AND AT MILLER ROAD IN WILLARD. 0.20 MI	GREENE	MODOT	WI1301	2013-2016, 2014-2017, 2015-2018, 2017-2020	2013, 2014, 2015, 2016, 2017	\$44,800.00	\$0.00	L240	1/21/2021	\$0.00	\$0.00	\$42,373.32
										Z231	1/21/2021	\$2,426.68	\$0.00	
1601066	J8S3138	US 160, CHRISTIAN CO, INTERSECTION IMPROVEMENTS AT RT CC NEAR NIXA	CHRISTIAN	MODOT	CC1802	2018-2021, 2019-2022, 2020-2023, 2022-2025	2018, 2019, 2020, 2021, 2022, 2023	\$4,248,800.00	\$0.00	Z001	6/28/2021	\$4,806.54	\$641,600.00	\$3,405,569.82
											10/27/2020	\$196,823.64		
1601067	J8P3091B	US 160, GREENE CO, ADD J-TURN AT CO RD 157 & ADD TURN LANES AT CO RD 192 AND ADD A SOUTHBOUND TURN LANE FROM PLAINVIEW RD TO FR 157	GREENE	MODOT	SP1807	2018-2021, 2019-2022 A1	2018, 2019	\$2,257,200.00	\$0.00	ZS30	5/10/2021	(\$75,036.44)	\$2,152,834.62	PROJECT CLOSE 5/10/2021
1601075	J8S3138B	US 160, GREENE CO; ROADWAY AND INTERSECTION IMPROVEMENTS AT RTE AA	GREENE	MODOT	CC2102	2020-2023 A7, 2022-2025	2021, 2022, 2023	\$120,000.00	\$4,468,800.00	Z001	2/8/2021	\$0.00	\$0.00	\$4,588,800.00
1602076	J8P3087D	GREENE CO, US 160, ADD INTERSECTION TURN LANES ON WEST BYPASS AT RT 744 (KEARNEY ST) IN SPRINGFIELD	GREENE	MODOT	SP1815	2018-2021 A2, 2019-2022, 2020-2023 A5, 2022-2025	2018, 2019, 2020, 2021, 2022	\$345,600.00	\$1,701,600.00	Z0E1	11/25/2020	\$44,800.00	\$0.00	\$1,957,600.00
										Z23E	11/25/2020	\$44,800.00	\$0.00	
2661017	J8S3188	GREENE CO, MO 266, PAVEMENT RESURFACING & ADD SHOULDERS FROM RT AB TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2008	2020-2023	2020 (AC), 2021 (AC)	\$752,800.00	\$0.00	Z231	12/16/2020	(\$211,290.13)	\$663,296.49	\$233,843.50
										Z240	—	\$0.00	\$0.00	
										Z530	12/16/2020	(\$28,683.52)	\$95,633.66	
4131007	J8S3114	MO 413, GREENE CO, PAVE IMPROVE FROM RT 360 TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	SP1809	2018-2021, 2019-2022 AM4, 2020-2023	2018, 2019, 2020	\$1,471,200.00	\$0.00	Z001	6/1/2021	\$34,457.70	\$1,094,200.48	PROJECT CLOSE 7/1/2021
										Z530	—	\$0.00	\$0.00	
5901810	N/A	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED	GREENE	SPRINGFIELD	SP1902	2018-2021 A4, 2019-2022, 2020-2023 AM5, 2022-2025	2019, 2021, 2022	\$1,070,051.00	\$129,949.00	M230	5/17/2021	(\$33,912.00)	\$80,000.00	\$129,949.20
										Z230	5/17/2021	\$1,023,962.80	\$0.00	
5901811	N/A	CITY OF SPRINGFIELD, CONSTRUCTING SIDEWALK ALONG LONE PINE AVE - GREENWOOD ST TO COVINGTON ST & ALONG COVINGTON ST FROM LONE PINE AVE TO GALLOWAY TR	GREENE	SPRINGFIELD	EN1909	2019-2022 A3, 2020-2023 AM6	2021	\$183,365.00	\$0.00	Z230	1/28/2021	(\$32,923.48)	\$0.00	\$32,923.48
											10/19/2020	\$183,365.00		
5901812	N/A	CITY OF SPRINGFIELD, RECONSTRUCTION OF GALLOWAY TRAIL FROM SEQUIOTA PARK TO REPUBLIC RD	GREENE	SPRINGFIELD	EN1910	2019-2022 A3, 2020-2023 AM6	2021	\$146,098.00	\$0.00	Z230	1/28/2021	(\$32,994.00)	\$0.00	\$32,994.00
											10/19/2021	\$146,098.00		
5901814	N/A	CITY OF SPRINGFIELD, TRAIL&SIDEWALK CONNECTIONS ALONG BENNETT ST FROM JEFFERSON ST TO PHELPS GROVE PARK, & ALONG LUSTER AVE FROM SEMINOLE ST TO SUNSET	GREENE	SPRINGFIELD	EN1911/ EN1912	2019-2022 A3, 2020-2023	2020	\$158,619.00	\$0.00	Z301	3/26/2021	\$12,070.32	\$158,078.40	\$19,207.80
											1/21/2021	(\$30,737.52)		
5901815	N/A	GREENE CO, CITY OF SPRINGFIELD, SIDEWALK CONNECTIONS IN SPRINGFIELD ALONG HARVARD AVE FROM SWALLOW ST TO ALADDIN COURT	GREENE	SPRINGFIELD	EN1913	2019-2022 A3, 2020-2023	2020	\$110,869.00	\$0.00	Z230	1/28/2021	(\$31,920.60)	\$110,869.00	\$31,920.60
5901818	N/A	CITY OF SPRINGFIELD, TRAFFIC SIGNAL SYSTEM IMPROVEMENT	GREENE	SPRINGFIELD	SP2011	2020-2023 AM6	2021	\$640,000.00	\$0.00	Z230	10/20/2020	\$640,000.00	\$0.00	\$0.00
5905808	N/A	GREENE CO, MISSOURI STATE UNIVERSITY, PEDESTRIAN & TRANSIT IMPROVE ON MSU CAMPUS TO SUPPORT THE SHUTTLE SYSTEM CHERRY STREET EAST OF KIMBROUGH AVE	GREENE	MISSOURI STATE UNIVERSITY	SP2001	2019-2022 A6, 2020-2023	2020	\$125,978.00	\$0.00	RPS2	5/6/2021	\$0.00	\$114,121.00	PROJECT CLOSE 5/6/2021
5916807	N/A	CITY OF SPRINGFIELD, OVERLAY & ADA IMPROVEMENTS AT VARIOUS LOCATIONS ON SUNSHINE ST, NATIONAL AVE, & BATTLEFIELD RD	GREENE	SPRINGFIELD	SP2012	2020-2023 A7	2021	\$2,392,000.00	\$0.00	Z23E	3/29/2021	\$2,160,000.00	\$0.00	\$232,000.00

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5938807	J8Q3107	CITY OF SPRINGFIELD, OPERATION & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE OTO AREA FOR TMC EMPLOYEE SALARIES (FY20)	CHRISTIAN/GREENE	MODOT/SPRINGFIELD	MO1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$848,800.00	\$0.00	Z230	1/28/2021	(\$11,731.46)	\$332,000.00	PROJECT CLOSE 1/28/2021
6900811	N/A	CITY OF REPUBLIC, CAPACITY & GEOMETRIC IMPROVEMENT ON HINES AND OAKWOOD	GREENE	REPUBLIC	RP1502	2015-2018 AM6, 2017-2020, 2018-2021	2016, 2018	\$1,911,623.00	\$0.00	M23E M2E1 L23E	- - -	\$0.00 \$0.00 \$0.00	\$1,655,862.14 \$64,190.76 \$191,571.10	PROJECT CLOSE 3/9/2021
6900813	N/A	CITY OF REPUBLIC, GREENE CO; DESIGN & RW ACQUISITION FOR APPROX 1.7 MI OF TRAIL. EXTENSION OF SHUYLER CREEK TRAIL TO ELM ST/FARM RD 182 & ALONG FARM RD 182	GREENE	REPUBLIC	EN2010	2020-2023 AM6, 2022-2025	2021, 2022	\$78,728.00	\$787,371.00	Z230	1/29/2021	\$178,969.03	\$0.00	\$687,129.97
7441015	J8S3151	GREENE CO, MO 744, BRIDGE DECK SEALING ON MULROY RD OVER I-44	GREENE	MODOT	GR1908	2019-2022, 2020-2023	2019, 2020, 2021	\$245,600.00	\$0.00	Z001 Z0E1 Z530	6/28/2021 6/28/2021 6/28/2021	\$24,114.59 \$280,717.66 \$0.00	\$9,600.00 \$0.00 \$0.00	\$0.00
7441017	J8S3172	GREENE CO,MO744E, UPGRADE PED FACIL COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONE AVE)MULROY RD&MULROY RD FROM RT OO	GREENE	MODOT	EN2005	2020-2023, 2022-2025	2020, 2021, 2022, 2023	\$109,600.00	\$1,276,800.00	Z001	1/14/2021	\$105,328.80	\$75,200.00	\$1,205,871.20
7441018	J8S3190	GREENE CO,MO744W,UPGRADE PED FAC COMPLY W/ADA TRANS PLAN KEARNEY ST FROM RT 160(W BYPASS)TO RT 13(KANSAS EXPRESSWAY) IN SPRINGFIELD	GREENE	MODOT	EN2006	2020-2023, 2022-2025	2020 (AC), 2021 (AC), 2022 (AC), 2003 (AC)	\$160,000.00	\$1,732,800.00	Z001	1/14/2021	\$107,853.60	\$104,000.00	\$1,680,946.40
7441019	J8S3149	GREENE CO,MO744E, UPGRADE PED FAC COMPLY W/ADA TRANS PLAN KEARNEY ST VARIOUS LOCATIONS BETWEEN RT13(KANSAS EXPRESSWAY)&LOOP44(GLENSTONE AVE) IN SPRINGFIELD	GREENE	MODOT	EN1901	2019-2022, 2020-2023, 2022-2025	2019, 2020, 2021, 2022, 2023	\$139,200.00	\$1,910,400.00	Z001	1/14/2021	\$122,537.60	\$108,800.00	\$1,818,262.40
7441021	J8S3145	MO 744, GREENE CO; SCOPING FOR SAFETY IMPROVEMENTS A KEARNEY ST FROM SPRINGFIELD - BRANSON NATIONAL AIRPORT TO LECOMPT AVE	GREENE	MODOT	SP1811	2018-2021, 2019-2022, 2020-2023, 2022-2025	2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$78,000.00	\$36,000.00	Z530	1/13/2021	\$130,268.70	\$0.00	\$0.00
9901816	N/A	CITY OF STRAFFORD, NEW SIDEWALK CONNECTION ALONG PINE ST BETWEEN RT 125 & MADISON AVE & CONNECTION ALONG MCCABE/PINECREST FROM N OF BLACK OAK ST TO W OF CEDAR DRIVE	GREENE	STRAFFORD	EN1902	2019-2022 A2, 2020-2023	2019, 2020	\$265,075.00	\$0.00	Z303	12/8/2020	(\$15,369.70)	\$253,582.41	\$26,862.29
9901818	N/A	CITY OF NIXA, SIDEWALK CONNECTION ALONG RT M/NICHOLAS RD BETWEEN MO 14 & VERNA LN, INCLUDING A SMALL SEGMENT ALONG VERNA LANE	CHRISTIAN	NIXA	EN1905	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$377,614.00	\$0.00	Z230 M23E	4/7/2021 10/22/2020	(\$8,233.20) \$338,206.32	\$0.00 \$27,326.74	\$20,314.14
9901820	N/A	CITY OF OZARK, SIDEWALK CONNECTIONS IN OZARK ALONG FREMONT RD FROM MO 14 TO THE OTC RICHWOOD VALLEY TRAIL WEST OF FREMONT	CHRISTIAN	OZARK	EN1906	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$205,560.00	\$0.00	Z23E M23E	4/7/2021 -	\$188,028.08 \$0.00	\$0.00 \$17,531.92	\$0.00
9901821	N/A	CITY OF OZARK, SIDEWALK CONNECTION IN OZARK ALONG EASTERN EDGE OF SOUTH ELEMENTARY SCHOOL PROPERTY FROM NORTHERN TERMINUS OF EXISTING SIDEWALK ALONG 13TH ST TO MO 14	CHRISTIAN	OZARK	EN1907	2019-2022 A3, 2020-2023 AM6	2019, 2021	\$152,670.00	\$0.00	Z301	6/15/2021 2/24/2021	\$7,075.63 \$132,594.01	\$13,000.36	\$0.00
9901826	N/A	GREENE CO; BRIDGE REPLACEMENT (#1690225) W/ MINOR ROADWAY APPROACH WORK ON FARM RD 169 OVER FARMER BRANCH	GREENE	GREENE	GR2009	2020-2023 AM6	2021	\$440,000.00	\$0.00	Z230	4/16/2021 2/9/2021	(\$37,475.60) \$437,822.80	\$0.00	\$39,652.80
9901827	N/A	CITY OF OZARK, CONST 3,200 FT CHADWICK FLYER TRAIL BETWEEN CLAY ST&JACKSON ST, 500FT TRAIL RUNNING NW FROM JACKSON, W OF 12TH ST, TO DIANE ST, 2 PED UNDERPASSES	CHRISTIAN	OZARK	EN2008	2020-2023 AM6, 2022-2025	2021, 2022	\$78,000.00	\$792,949.00	Z230	10/19/2020	\$79,874.23	\$0.00	\$791,074.77
9901833	N/A	CITY OF NIXA, ENGINEERING FOR NORTH ST IMPROVEMENTS FROM EAST OF MAPLEWOOD HILLS TO THE INTERSECTION AT CHEYENNE	CHRISTIAN	NIXA	NX2102	2020-2023 A5, 2022-2025	2022	\$0.00	\$437,506.00	Z230	6/28/2021	\$430,353.99	\$0.00	\$7,152.01
NBI9783	N/A	GREENE CO, 2019 CONTRACT FRACTURE CRITICAL INSPECTIONS	GREENE	MODOT	MO1905	2019-2022, 2020-2023, 2022-2025	N/A	N/A	N/A	Z240	12/23/2020	(\$0.65)	\$21,360.95	PROJECT CLOSE 12/23/2020
S601036	J8S3078	OR 65, GREENE CO, UPGRADE SIDEWALK TO COMPLY WITH ADA AT VARI LOCATIONS OF EASTGATE AVE, INGRAM MILL RD, RT YY (DIVISION ST), RT 13 (KANSAS EXP)	GREENE	MODOT	EN1705	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$891,200.00	\$0.00	Z001 Z240 Z530	2/10/2021 2/10/2021 -	(\$45,346.11) (\$1,259.81) \$0.00	\$118,161.11 \$289,273.73 \$17,375.34	PROJECT CLOSE 2/10/2021
S601053	J8P0601B	US 160, GREENE CO, ROADWAY IMPROVEMENTS FROM .3 MI W OF COUNTY RD 94 TO .4 MI W OF I-44	GREENE	MODOT	GR1701	2017-2020, 2018-2021, 2019-2022	2017, 2018, 2019	\$8,240,000.00	\$0.00	Z240 Z530	5/10/2021 -	\$4,534.03 \$0.00	\$9,484,341.33 \$198,897.50	\$0.00

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S601058	J8P0588	MO 14, CHRISTIAN CO, ROADWAY IMPROVE FROM W OF RT 160 IN NIXA TO EAST OF RT 65 IN OZARK	CHRISTIAN	MODOT	CC1703	2017-2020, 2018-2021, 2019-2022, 2020-2023, 2022-2025	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$20,000.00	\$32,000.00	Z240	6/28/2021	(\$14,475.86)	\$61,676.89	\$4,798.97
S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REPMO DR IN REPUBLIC	GREENE	MODOT	RP1801	2017-2020 A1, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$1,985,600.00	\$0.00	M230 Z530	11/12/2020 11/12/2020	\$59,881.47 \$67,963.23	\$899,244.66 \$1,051,390.05	\$0.00
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022 A7, 2020-2023	2018, 2019, 2020	\$422,400.00	\$0.00	Z001	6/22/2021	(\$45,726.34)	\$418,485.12	PROJECT CLOSE 6/22/2021
S602051	J8S3124	GREENE CO, RT EE, PAVEMENT RESURFACING FROM FARM RD 97 TO RT AB	GREENE	MODOT	GR1805	2018-2021, 2019-2022 AM 2	2018, 2019 (AC)	\$60,000.00	\$0.00	Z240	3/23/2021	(\$7,477.69)	\$32,294.06	PROJECT CLOSE 3/23/2021
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022, 2020-2023	2019, 2020, 2021	\$575,200.00	\$0.00	Z240 Z231 Z530	11/3/2020 11/3/2020 11/3/2020	\$1,886.99 (\$122,272.71) (\$18,463.29)	\$14,052.07 \$567,349.51 \$85,557.17	\$47,090.26
S602071	J8S0745	GREENE CO, RT D, PAVEMENT RESURFACING ON SUNSHINE FROM GLENSTONE AVE TO BLACKMAN RD IN SPRINGFIELD	GREENE	MODOT	SP1906	2019-2022, 2020-2023, 2022-2025	<2019, 2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC)	\$38,400.00	\$1,043,200.00	Z001	5/10/2021	\$43,200.00	\$0.00	\$1,038,400.00
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022, 2020-2023	2019, 2020, 2021	\$1,232,000.00	\$0.00	Z002 Z001	2/22/2021 2/22/2021	(\$80,000.00) (\$48,337.08)	\$121,600.00 \$906,268.30	\$332,468.78
S603019	J8S3092	RT H, GREENE CO; PAVEMENT RESURFACING FROM RTE VVW TO NORTH OF STONERIDGE STREET	GREENE	MODOT	GR1703	2017-2020, 2018-2021, 2019-2022, 2020-2023	2017, 2019, 2020, 2021	\$609,760.00	\$0.00	Z240 Z530	10/15/2020 10/15/2020	(\$109,953.99) (\$943.73)	\$587,556.90 \$5,042.93	\$128,057.89
S603023	J8S3187	GREENE CO, RT MM, PAVEMENT RESURFACING FROM .1 MI S OF I-44 TO CARNAHAN ST IN SPRINGFIELD	GREENE	MODOT	SP2007	2020-2023 A5	2020 (AC), 2021 (AC)	\$552,000.00	\$0.00	Z231 Z240 Z530	12/16/2020 -- 12/16/2020	(\$117,627.94) \$0.00 (\$34,723.27)	\$432,848.56 \$0.00 \$128,329.89	\$143,172.76
S603024	J8S3193	GREENE CO, RT NN, HIGH FRICTION SURFACE TREATMENT AT VARIOUS LOCATIONS IN THE URBAN SOUTHWEST DISTRICT	GREENE	MODOT	MO2004	2020-2023	2020, 2021	\$464,400.00	\$0.00	Z530	2/22/2021	(\$123,475.61)	\$409,468.11	\$178,407.50
S603036	J8S3161	MO 125, GREENE CO; DITCH GRADING & REPLACE CULVERTS FROM 0.2 MI E/O RT OOWEST JNCT TO 0.1 MI E/O OLD ORCHARD DR IN STRAFFORD	GREENE	MODOT	ST1901	2019-2022 AM2, 2020-2023, 2022-2025	2019 (AC), 2020 (AC)	\$55,200.00	\$0.00	Z232	6/1/2021	\$17,517.06	\$51,696.48	PROJECT CLOSE 7/6/2021
S603047	J8S3175	GREENE CO, OR 60E, UPGRADE PED FACILITY TO COMPLY W/ADA TRANS PLAN ON NATURE CENTER WAY FROM .1 MI E OF REPUBLIC RD TO END OF ROUTE	GREENE	MODOT	EN1914	2019-2022 AM2, 2020-2023, 2022-2025	2019, 2020, 2021, 2022	\$46,400.00	\$358,400.00	Z24E Z240	6/10/2021 5/24/2021 5/24/2021	\$108,911.20 \$94,400.00 \$0.00	\$0.00 \$0.00 \$0.00	\$201,488.80
S603060	J8S3205	RT NN, GREENE CO; PAVEMENT RESURFACING FROM 0.1 MI S/O FARRM RD 197 AND 0.1 MI E/O RT J IN CHRISTIAN CO	GREENE	MODOT	OK2101	2020-2023 A5	2021 (AC)	\$448,000.00	\$0.00	Z231	12/16/2020	(\$97,042.92)	\$440,736.60	\$104,306.32
S603061	J8S3216	RT B, GREENE CO; PAVEMENT RESURFACING FROM RT 266 TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2102	2020-2023 A5	2021 (AC)	\$158,400.00	\$0.00	Z231	12/16/2020	(\$22,077.26)	\$91,942.15	\$88,535.11
S603063	J8S3204	RT ZZ, GREENE CO; PVMT PRESERVATION TREATMENT ON WILSON CREEK BLVD FROM RT M TO FARM RD 194 (COUNTY LINE RD) IN REPUBLIC	GREENE	MODOT	RP2001	2020-2023 A5	2020, 2021 (AC)	\$81,600.00	\$0.00	Z231	2/22/2021	\$12,730.50	\$42,438.39	\$26,431.11
S603071	J8S3179	CST NORTON RD, GREENE CO; UPGRADE PED FACILITIES FOR ADA PLAN ON NORTON RD NEAR RT 13 IN SPRINGFIELD	GREENE	MODOT	EN2103	2020-2023 A5, 2022-2025	2021 (AC), 2022 (AC)	\$252,800.00	\$0.00	Z240 Z24E	5/24/2021 1/7/2021 12/9/2020 5/24/2021	\$0.00 \$0.00 \$0.00 \$28,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$224,800.00
S603073	J8S3194	GREENE CO, RT ZZ S, ADD ROUNDABOUT ON WILSON'S CREEK BLVD AT COUNTY RD 182	GREENE	MODOT	GR2010	2020-2023 A1, 2022-2025	2020, 2021, 2022, 2023	\$18,000.00	\$244,000.00	Z230	3/5/2021	\$135,200.00	\$0.00	\$126,800.00
S603084	J7Q3414, J8Q3181	VARIOUS, VARIOUS, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE RURAL & URBAN SW DISTRICT	CHRISTIAN/ GREENE	MODOT/ SPRINGFIELD	MO2104	2020-2023 AM10, 2022-2025	2021, 2022	\$800.00	\$901,600.00	Z230 Z24E	6/1/2021 5/24/2021	\$360,000.00 \$709,600.00	\$0.00 \$0.00	\$0.00
MO16X081	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/ GREENE	OATS	N/A-CRRSAA	N/A	N/A	N/A	N/A	CAPITAL	4/20/2021	\$50,792.00	\$0.00	\$0.00
MO90X373	N/A	BUS - STATION/STOPS/TERMINALS, OTHER CAPITAL ITEMS (BUS), OPERATING ASSISTANCE, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU2105 CU2106 CU2100 CU2104	2020-2023 A6 2020-2023 A6 2020-2023 2020-2023 A6	2021 2021 2021 2021	\$27,445.00 \$790,704.00 \$1,779,077.00 \$174,787.00	\$0.00 \$0.00 \$0.00 \$0.00	CAPITAL CAPITAL OPERATING PLANNING	6/29/2021 6/29/2021 6/29/2021 6/29/2021	\$21,609.00 \$760,000.00 \$1,751,445.00 \$168,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$5,836.00 \$30,704.00 \$27,632.00 \$6,787.00
MO340031	N/A	TRANSIT TRAINING SIMULATOR DIGITAL SIGNAGE	GREENE	CITY UTILITIES	CU2007	2020-2023 A6	2020	\$300,494.00	\$0.00	CAPITAL CAPITAL	6/7/2021 6/7/2021	\$49,794.00 \$127,000.00	\$0.00	\$123,700.00

*Note: (AC) indicates Advanced Construction, which means MoDOT funds the project during the initial completion and then requests reimbursement with federal funds at a projected later date.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Ozarks Transportation Organization

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(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 8/18/2021; ITEM II.B.

Destination 2045 Draft

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

Destination 2045 includes a vision for the region, defined goals and actions for plan implementation, and detailed project lists based on what can be afforded between now and 2045.

Projected Revenue

Operations, Maintenance, Roadways, Bicycle/Pedestrian (w/ TIP Carryover).....	\$1,871,054,319
Transit	\$355,699,222

Constrained Projects (Inflated)

Total Non-Transit Needs	\$1,843,278,203
Total Transit Needs	\$352,274,830

Unconstrained Projects (Un-Inflated)

Non-Transit	\$649,127,070
Transit	\$696,715,048

In order for projects to appear in the Transportation Improvement Program, they must first appear on the constrained list in the LRTP. Adoption by the OTO Board of Directors is the final action needed for *Destination 2045* to become the region's adopted long range transportation plan.

The document can be viewed online at <https://www.ozarkstransportation.org/what-we-do/destination2045>.

DESTINATION 2045 COMMITTEE ACTION TAKEN:

At its scheduled meeting on August 12, 2021, the planning committee for *Destination 2045* unanimously recommended that the Technical Planning Committee recommend approval of *Destination 2045* by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the Board of Directors adopt *Destination 2045*.”

OR

“Move to recommend the following changes be incorporated before adoption of *Destination 2045* by the Board of Directors...”

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 8/18/2021; ITEM II.C.

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

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

AGENDA DESCRIPTION:

There are 2 items requested by MoDOT as part of Amendment Number One to the FY 2022-2025 Transportation Improvement Program.

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve Amendment 1 to the FY 2022-2025 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Amendment 1 to the FY 2022-2025 Transportation Improvement Program, with these changes..."



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # MO1905-22A1 **BRIDGE INSPECTIONS**
Route Various
From
To
Location Area Wide
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category BRO
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? EJ?
STIP #
Federal ID #



Project Description

Bridge inspections throughout the Ozarks Transportation Organization area.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (BRO)	Federal	MAINT	\$32,000	\$16,000	\$68,000	\$48,000	\$164,000
LOCAL	Local	MAINT	\$8,000	\$4,000	\$17,000	\$12,000	\$41,000
Totals			\$40,000	\$20,000	\$85,000	\$60,000	\$205,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$59,000
Future Cost	\$45,000
Total Cost	\$309,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # MO1905-19 **BRIDGE INSPECTIONS**
Route Various
From
To
Location
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category None
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? EJ?
STIP #
Federal ID #

Project Description

Bridge inspections throughout the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	MAINT	\$40,000	\$20,000	\$85,000	\$60,000	\$205,000
Totals			\$40,000	\$20,000	\$85,000	\$60,000	\$205,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$59,000
Future Cost	\$45,000
Total Cost	\$309,000



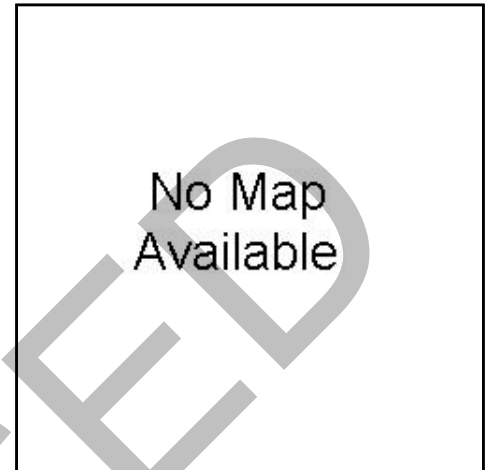
Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # SP2217-22A1 **KANSAS EXPWY SAFETY AND OPERATIONAL SCOPING**

Route 13
From Evergreen Street
To Bennett Street
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8S3253
Federal ID #



Project Description

Scoping for safety and operational improvements on Kansas Expressway from south of Evergreen Street to Bennett Street.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$80,000	\$80,000	\$80,000	\$0	\$240,000
MoDOT	State	ENG	\$20,000	\$20,000	\$20,000	\$0	\$60,000
Totals			\$100,000	\$100,000	\$100,000	\$0	\$300,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$300,000

Section E

2022	PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)	FRA (CRISI)	Local LOCAL	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
	BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$40,000
	CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
	CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
	CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,600	\$0	\$0	\$448,000
	CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
	CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
	CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
	CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$460,000	
	EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
	EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$3,200,000	
	EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
	EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$305,000	
	EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
	EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
	EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000
	EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000
	EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
	EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
	EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$1,086,949	\$1,086,949
	EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$271,826
	EN2010-20AM6	\$727,979	\$0	\$0	\$0	\$0	\$59,392	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$984,214
	EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$316,604
	EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
	EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
	EN2203-22	\$0	\$0	\$0	\$0	\$0	\$269,000	\$0	\$0	\$0	\$0	\$863,750	\$0	\$67,250	\$0	\$0	\$0	\$0	\$1,200,000
	EN2204-22	\$0	\$0																

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRIS)	Local LOCAL	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$68,696	\$0	\$0	\$573,000
SP1819-20A4M5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,885,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20A4M5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$9,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$1,628,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20A4M5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20A4M6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$1,680,000	
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$6,844,000
SP2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954,600	\$0	\$0	\$9,773,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$300,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$96,000	\$120,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$36,863,306	\$4,430,000	\$135,000	\$1,240,000	\$32,000	\$753,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$25,804,360	\$0	\$12,624,786	\$683,500	\$5,547,000	\$141,978,643
2023																		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$869,400	\$0	\$0	\$4,347,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$4,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20A4M5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354,600	\$0	\$1,418,400	\$1,773,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20A4M6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368,800	\$0	\$1,475,200	\$1,844,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,428,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$357,000	\$0	\$0	\$1,785,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,585,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$646,400	\$0	\$0	\$3,232,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$0	\$0	\$970,000	\$93,600	\$0	\$0	\$1,186,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$46,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
GR2203-22																		

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal						FRA (CRIS)	Local	Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	LOCAL		OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
MO2203-22	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,600	\$0	\$326,400	\$408,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184,800	\$0	\$739,200	\$924,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$164,800	\$206,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113,000	\$0	\$452,000	\$565,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$154,200	\$0	\$616,800	\$1,201,000
MO2302-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-20A9	\$0	\$15,918,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,768,700	\$0	\$0	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$490,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000	\$0
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$201,394	\$0	\$0	\$227,288	\$0	\$0	\$2,143,410
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0	\$0	\$1,115,752	\$0	\$0	\$0	\$0	\$0	\$250,616	\$0	\$0	\$278,938	\$0	\$0	\$2,647,770
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$3,752,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938,200	\$0	\$0	\$4,691,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$295,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$369,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,400	\$0	\$0	\$247,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,200	\$0	\$1,148,800	\$1,436,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$206,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$320,000	\$400,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$203,200	\$254,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$34,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2215-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$112,000	\$140,000
SUBTOTAL	\$2,589,628	\$16,255,800	\$90,000	\$0	\$16,000	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$4,652,407	\$970,000	\$11,501,326	\$0	\$18,705,400	\$73,363,166	

2024

CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000
GR2201-22	\$0	\$0	\$5,796,000	\$0	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,800	\$0	\$0	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$187,200	\$234,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,800	\$0	\$243,200	\$304,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000	
MO2203-22	\$0	\$1,162,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,200	\$0	\$0	\$1,292,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$949,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,400	\$0	\$0	\$1,187,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395,800	\$0	\$1,583,200	\$1,979,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$201,600	\$252,000
MO2401-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,200	\$0	\$415,800	\$462,000
MO2402-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,200	\$0	\$616,800	\$771,000
MO2403-22	\$0	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0	\$950,000
MO2404-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,400	\$0	\$437,600	\$547,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,400	\$0	\$0	\$607,000

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal				FHWA (CRSSA)	FRA (CRIS)	Local	Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)			LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$303,876
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$856,200	\$0	\$3,200,800	\$4,057,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,943,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,800	\$0	\$0	\$2,429,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,693,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$2,755,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$78,775	\$0	\$7,710,700	\$0	\$9,662,400	\$47,570,876
2025																		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO2010-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$60,000	
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,814	\$0	\$6,116,800	\$0	\$23,057,600	\$32,877,070
GRAND TOTAL	\$41,551,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$832,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$32,012,356	\$970,000	\$37,953,612	\$683,500	\$56,992,400	\$295,789,755

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$36,863,306	\$4,430,000	\$135,000	\$1,240,000	\$753,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,286,997	\$25,804,360	\$18,855,286	\$0	\$5,276,891	\$147,223,534
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,518,033	\$4,652,407	\$30,206,726	\$970,000	\$5,356,044	\$78,703,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$30,031,001	\$78,775	\$17,393,100	\$0	\$5,436,385	\$52,939,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$41,551,291	\$22,907,900	\$6,246,000	\$1,240,000	\$832,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$167,013,887	\$32,012,356	\$95,629,512	\$970,000	\$21,587,251	\$317,213,006

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)		\$25,804,360	\$5,622,407	\$78,775	\$1,476,814	\$32,982,356
Available Suballocated Funding	\$30,925,857	\$7,324,197	\$7,470,681	\$7,620,095	\$7,772,496	\$61,113,326
TOTAL AVAILABLE FUNDING	\$58,933,279	\$82,156,448	\$86,794,132	\$60,451,255	\$44,292,241	\$342,627,355
Prior Year Funding		\$58,933,279	\$3,866,193	\$11,957,115	\$19,469,108	-
Programmed State and Federal Funding		(\$147,223,534)	(\$78,703,210)	(\$52,939,261)	(\$38,347,001)	(\$317,213,006)
TOTAL REMAINING	\$58,933,279	\$3,866,193	\$11,957,115	\$19,469,108	\$25,414,349	\$25,414,349

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

Table G.9 Local Share Financial Capacity	2022	2023	2024	2025
City of Battlefield				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$204,703.20	\$541,206.93	\$877,182.38	\$1,212,621.64
City of Nixa				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63	\$7,247,053.67
City of Ozark				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,528,494.84	\$3,424,788.58	\$5,320,624.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$368,250.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,528,494.84	\$3,424,788.58	\$5,320,624.46	\$7,215,995.60
City of Republic				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,740,739.41	\$3,675,426.70	\$5,607,175.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$196,843.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,740,739.41	\$3,675,426.70	\$5,607,175.42	\$7,535,941.50
City of Springfield				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$538,010.00)	\$0.00	(\$400,000.00)
Amount Available for Local Projects	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41	\$78,734,677.24

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

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 8/18/2021; ITEM II.D.

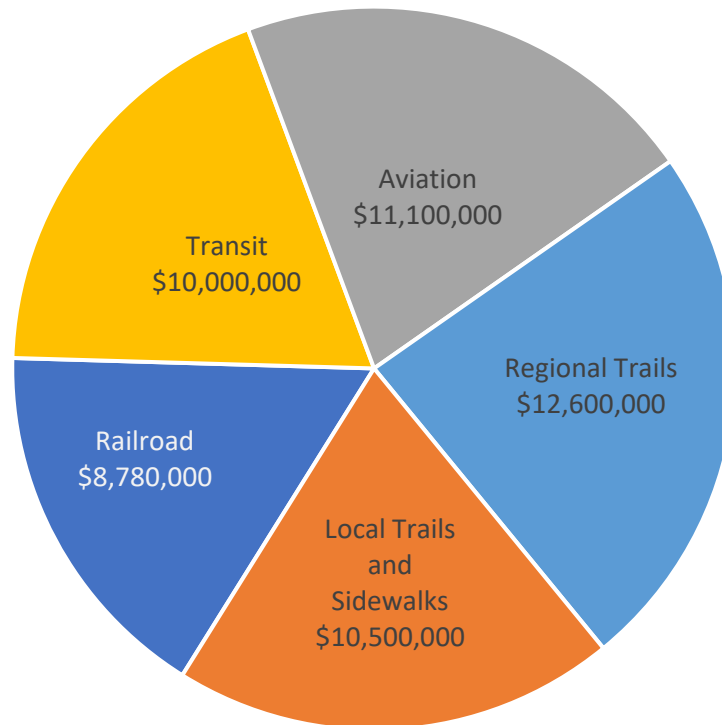
MoDOT Multimodal Needs Framework

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

AGENDA DESCRIPTION:

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

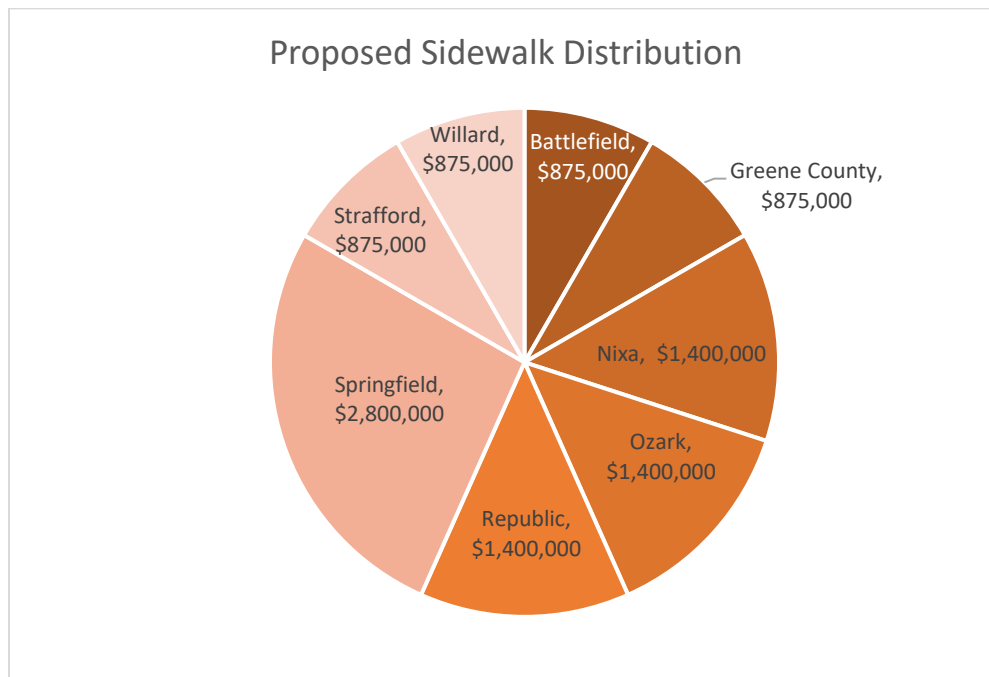
Proposed Funding Distribution



Second, representatives of each mode should be consulted to identify specific projects and estimate costs for the final needs list. Staff has solicited needs from our aviation and transit partners and sought input from members regarding rail needs. The following aviation, transit, and rail projects could be addressed using the proposed distribution discussed above.

Aviation	Transit	Rail
\$5.6m -Air Cargo Apron Expansion: \$1.2m -Construct T-Hanger Taxiways \$0.8m -Rehabilitate Runway 14-32 \$2.8m - Reconstruct Air Cargo Apron	\$2.0m -26 Cutaway Buses for OATS <i>(replacement needs over next 5 years)</i> \$8.0m -Ten-minute Service along National <i>(Capital and Operations)</i>	\$3.0m -Farm Rd 103 bridge over BNSF/CU rail spur \$5.78m -Implementation of the West Meadow Rail Relocation Plan.

Staff recommends allocating local sidewalk and trail funds to member jurisdictions. Communities, in consultation with OTO staff, will be able to select projects that fit within the proposed financial constraints. Staff is proposing the following jurisdictional distribution.



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The Bicycle and Pedestrian Advisory Committee provided input during its July meeting regarding trail and sidewalk needs. The committee wanted to see an even distribution of regional trail and local sidewalk needs included in the final listing. The committee also wanted to see sidewalk projects from across the region.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

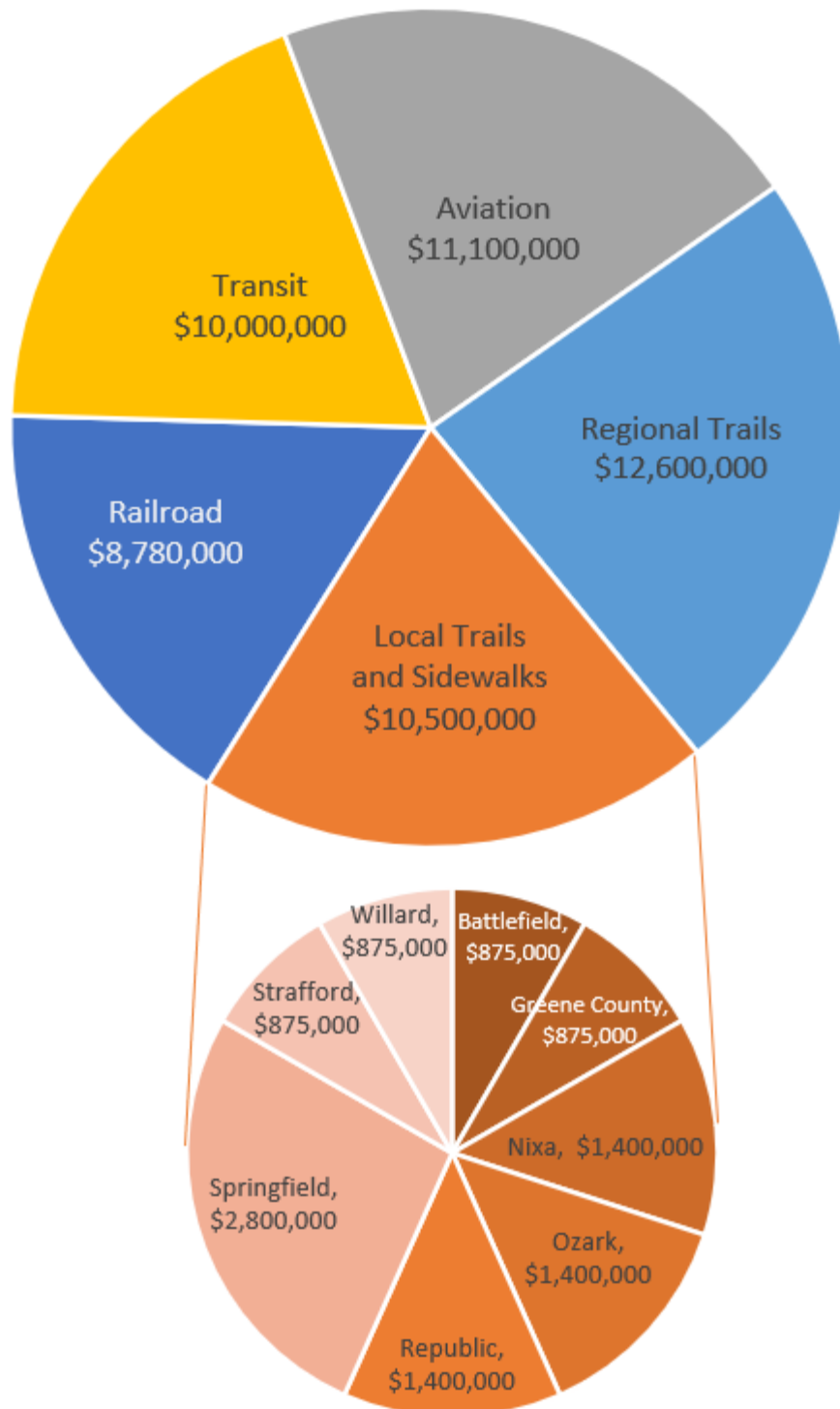
A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the MoDOT Multimodal Needs Framework to the OTO Board of Directors.”

OR

“Move to ask staff to revisit the framework to make these changes...”

MultiModal Unfunded Needs Framework



TAB 7



The Infrastructure Bill Is a Trillion-Dollar Test for Environmental Justice

A new federal framework for ensuring racial equity will guide the implementation of the bipartisan infrastructure plan, says EPA Administrator Michael Regan.

By [Brentin Mock](#) and [Hadriana Lowenkron](#)
August 11, 2021, 8:31 AM CDT



Michael Regan, administrator of the Environmental Protection Agency, at a news conference in June. *Photographer: Sarah Silbiger/UPI*

On Tuesday, the U.S. Senate passed a \$1 trillion infrastructure plan, with \$550 billion in new spending. Along with the usual investments in roads and bridges, the bill calls for upgrading electric power grids, expanding rail and public transit, improving broadband networks, replacing lead pipes and boosting traffic safety. It also provides funding for the construction and improvement of decentralized wastewater systems, to help low-income households in mostly rural areas.

These are environmental justice issues, and questions abound about how to ensure that this new funding – if it passes through Congress whole – and the jobs created from it will be vested in communities that have historically been marginalized in large-scale government projects.

To address those questions, the White House has developed an environmental justice framework called Justice40. It commits the federal government to directing 40% of climate and clean energy investments into communities impacted by environmental injustice. The initiative aims at redressing legacy problems such as disproportionate pollution exposure and climate impact risks in communities of color and low-income neighborhoods.

It currently targets programs such as the Department of Homeland Security's Building Resilient Infrastructure and Communities program, the Environmental Protection Agency's Drinking Water State

[Revolving Fund](#), and the Department of Transportation’s [Bus Facilities Infrastructure Investment Program](#), among several dozen other federal programs designed to maximize environmental justice benefits.

While the Justice40 Initiative operates from the White House, it builds from an environmental justice framework that the EPA has been developing for decades. For the EPA’s new chief administrator, [Michael Regan](#) – who’s the first Black man and second African American to lead the agency – the challenge will be

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ensuring that priority projects in the infrastructure bill, such as replacing lead pipes and cleaning up polluted Superfund sites, will be executed in accordance with the environmental justice guidance and policies set under his leadership.

Before President Joe Biden tapped Regan to lead the EPA, he served as North Carolina’s chief environmental official, and as a regional director for the Environmental Defense Fund before that. Shortly after he was confirmed by the Senate he [said there would be](#) “an emphasis on environmental justice, equity and civil rights” during his EPA tenure. The infrastructure bill will be his first major test for that.

Regan recently talked with Bloomberg CityLab about how to translate the big promises of the Biden administration into transformative changes at the community level – particularly in light of the [new report from the United Nations Intergovernmental Panel on Climate Change](#) that confirms how global warming has already targeted the planet’s most vulnerable people. The interview has been edited and condensed for clarity.

For the programs in this bill, such as the replacement of lead pipes and public transit improvements, is it the case that environmental justice communities will be prioritized for those kinds of projects?

In many instances, they will. I’ve directed every office within my agency to prioritize and focus on environmental justice, whether that be through our regulatory process, our policies or our enforcement. And yes, the resources that we will get from this bipartisan infrastructure deal as it relates to investing in clean drinking water, as well as looking at the resources that will be remediating legacy pollution, like in

our Superfund sites and brownfield sites, will have a focus on environmental justice and equity as we deploy these resources.

What kind of resources does EPA have in place in terms of ensuring that environmental justice guidance is followed and civil rights protections are enforced?

It's starting at the top. The president has pledged to focus on racial justice inequities, environmental racism and systemic racism, so that's a priority at EPA. Environmental justice is now part of the DNA of EPA.

There are a couple things going on through the American Rescue Plan. Congress allotted \$100 million to the EPA specifically to focus on environmental justice; \$50 million of those resources are geared toward the EPA partnering with states, cities and communities to deploy those resources, and focus around environmental-justice-related projects. The other \$50 million is focusing on boosting the air quality monitoring in these communities that have been disproportionately impacted for decades.

“We’re leveraging every resource we can to use this moment as a rising tide for all communities.”

The president asked Congress to increase the EPA's budget by 20% this year. A really significant portion of that increase is focused on rebuilding the agency in a way where it can target environmental justice and equity issues, putting the resources and the people on the ground, not only to ensure that our rules and regulations are deployed in an equitable way, but also taking a look at how we can bolster our enforcement activities and environmental justice programs.

And then when we look at this Build Back Better deal – \$55 billion for water infrastructure investments and \$21 billion to focus on cleaning up legacy pollution – we will be looking through an environmental justice and equity lens. This is a really significant opportunity for our Black and brown communities, our moderate- and low-income communities, to see the rising tide, because it's these types of services that protect from pollution that create thousands, if not millions, of jobs within the same communities.

What about energy infrastructure? The infrastructure bill lost a lot of the initially proposed energy investments, notably the \$363 billion for clean energy tax credits from the original proposal that was completely vanquished in the final bill. So how will the final bill help lay the groundwork for the clean energy needs in those communities?

It does in a couple of ways. This bill looks at access to reliable, high-speed internet and historic investments in broadband infrastructure. At first blush, there may not be a connection, but the reality is that if rural

families and low-income families and communities of color have access to broadband infrastructure, that makes tools like energy efficiency and other opportunities to reduce the carbon footprint and reduce pollution more engaging and involving for these communities. So those historic investments in broadband infrastructure are critical for clean energy development.



Black smoke rises from a ConocoPhillips refinery in the Wilmington district of Los Angeles in 2012. *Photographer: Jonathan Alcorn/Bloomberg*

There are also historic investments going into modernizing the electric grid. There are historic investments going into electric vehicle charging stations. These would normally not be prioritized in the areas of most concern – Black and brown communities that have been historically impacted by pollution. But as we look at the pledges that the president has made and the framework that EPA is building, we are looking at deploying these resources to be sure that they get to those who need them the most. And with the Justice 40 initiative, it gives a whole government framework that 40% at a minimum of these investments will go into these communities, and stay with these communities, as we build up the job force and economic development opportunities.

Under the the Obama administration, there was a collaborative effort between EPA, Department of Transportation and Department of Energy in taking on some of these hard-hat projects. Will EPA continue this under the infrastructure bill?

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Absolutely. At EPA, we're partnering with DOT to look at the transportation needs of this country. Number one, EPA is focused on regulations that curtail emissions from tailpipes, whether that be cars and trucks or heavy-duty vehicles. We know that we need to do that for climate purposes. But we also know that, because of the systemic racism that exists in this country as it relates to transportation planning, many of these roads go through the center of our communities. So it's incumbent upon us to partner with DOT to ensure that we reduce the emissions from vehicles that are disproportionately impacting our communities.

We're partnering with the Department of Energy on our investments in clean energy – that is, you know, geared and flowing from renewable energy sources, as well as cleaning up the grid. We're partnering with the Department of Labor to make sure that communities are prepared to participate in this clean energy transition. We're partnering with all of the relevant agencies and cabinet officials across the entire government to be sure that we're leveraging every resource we can to use this moment as a rising tide for all communities.

As this money flows to the ground, will it all go through the states or will some of it go directly to cities? How would that work?

We're looking at all of the above. The resources that we have received from the American Rescue Plan, the resources that we hope to get through the president's budget request, and the resources that we'll see from this bipartisan infrastructure deal, we will be distributing these resources to the states to cities and locally elected entities, and communities. By the way, we are reinvigorating our relationships with our tribal governments and respecting that sovereignty. Tribal governments, state governments, city and local governments, communities – we're partnering with all of the above to make sure that these resources get to those who need them.

Aug 11, 2021, 08:30am EDT | 39,529 views

Infrastructure Package Includes Vehicle Mileage Tax Program



Zack Friedman Contributor

Personal Finance


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President Joe Biden (Photo by Spencer Platt/Getty Images) GETTY IMAGES

The new \$1 trillion infrastructure package will include a vehicle mileage tax program.

The U.S. Senate passed President Joe Biden's [infrastructure bill](#) with bipartisan support from 19 Republicans, including Senate Minority Leader Mitch McConnell (R-KY). Buried in the 2,700 page infrastructure package is a pilot program for a vehicle mileage tax. Here's how it works and what it could mean for your wallet:

What is a vehicle mileage tax?

A vehicle mileage tax, or vehicle miles traveled fee, would charge motorists a fee based on how many miles they drive. Simply put, if you drive a vehicle, you would pay money to the government for every mile you drive. The time period can vary, but is typically a vehicle miles travel fee is measured in a one year period. A vehicle mileage traveled fee can be used to raise revenue for transportation and infrastructure projects.

How big is the vehicle miles traveled tax?

The infrastructure bill [includes](#) \$125 million to fund pilot programs to test a national vehicle miles traveled fee.

- **National pilot program:** This includes \$10 million each year from 2022 to 2026 for a national vehicles miles traveled fee pilot program.
- **State and local pilot program:** This includes \$75 million provided from the federal government to regional, state and local transportation agencies. The breakdown is \$15 million provided each year from 2022 to 2026.

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Why does the infrastructure package include a vehicle miles traveled fee?

According to the infrastructure package, the goal of the vehicle miles travel fee is “to test the feasibility of a road usage fee.” Another goal, according to the infrastructure bill, is “to conduct public education and outreach to increase public awareness regarding the need for user-based alternative revenue mechanisms for surface transportation programs.”

When do you have to start paying a vehicle miles traveled fee?

This is only a pilot program for a vehicle miles traveled fee. Therefore, following the completion of a pilot program, the Biden administration may or may not implement a vehicle miles traveled fee. For the pilot programs, there will be volunteers from all 50 states, including both passenger and commercial vehicles. The drivers would have their miles tracked with GPS and data apps, for example, that would track their miles driven for a certain time period.

Will a vehicles miles tax replace the gasoline tax?

It depends. A vehicle miles tax could replace a gasoline tax, or it could be implemented in addition to a gasoline tax.

Is a vehicle miles driven fee a good idea?

There are pros and cons of a vehicle miles driven fee:

Vehicle miles driven: advantages

Supporters say that the advantages of a vehicle miles driven fee include:

- A vehicle miles driven fee could help raise revenue for essential

- If a vehicle miles tax replaces a gasoline tax, then drivers would be taxed based on how much they drive, rather than pay at the pump.

Vehicle miles driven: disadvantages

Opponents say that the disadvantages of a vehicle miles driven fee include:

- *Privacy concerns*, namely that the government could track citizens' movements, including where and when they drive;
- *Administratively difficult*, since every driver in the U.S. would need a device installed in their vehicle to track how many miles they drive; and
- *Disparate impact*, as rural drivers tend to drive more, on average, and could therefore pay more than their urban and suburban counterparts.

There are other permutations and combinations to a potential vehicle miles driven fee. For example, there could be different fees for urban versus rural drivers, or commercial versus passenger vehicles. There could be other adjustments for vehicle weight or type of road as well as different fees during rush hour and non-rush hour times, for example.

Infrastructure: Related Reading

Here's what Biden's student loan relief means for your student loans

Biden extends student loan relief through January 31, 2022

Student loan cancellation became focus today on Capitol Hill

Student loan cancellation may help more borrowers, but that doesn't mean Biden will cancel everyone's student loans

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MoDOT announces new roundabout near Wilson’s Creek National Battlefield

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By [Liam Garrity](#)
Published: Aug. 8, 2021 at 8:46 PM CDT
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NEAR REPUBLIC, Mo. (KY3) - MoDOT has plans for a new roundabout near Republic, which as drivers talking.

“You are essentially entering into a guessing game,” said local Param Reddy.

That roundabout will be installed at the intersection of route ZZ and Farm road 182, right by the Wilson’s Creek National Battlefield.

MoDOT officials said it would cost around \$1.3 million and start construction in Spring of 2023.

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However, some like the change.

“They can be safer. I think I’m opposed to traffic signals and four-way stops, I think they can be faster to get through,” said resident, Steven Lindley.

But even with MoDOT’s plan in place. locals said they would rather stick with technology in traffic lights than roundabouts.

Others, like local Nile Bear, can't decide.

"I think it's 50/50. I kind of feel like they are more safe but they could be less at the same time, like a light, but people run red lights," said Bear.

Or end up thinking it's not the greatest idea.

"It's kind of a pain in the butt sometimes, especially if you are used to going forward. You have to slow down and go through a traffic circle now," said Bear.

"Other person is coming, you don't know whether they are exiting or entering and they might be waiting there.. Why bother with a guessing game," said Reddy.

Monday, August 9, MoDOT will have a public meeting online to explain the plan further. It will offer a 10-day comment period where you can submit your questions and comments. CLICK HERE: <https://www.modot.org/online-public-meetings>.

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MoDOT dealing with worker shortage, jobs available statewide



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August 11, 2021



4:30 am

Isabella Rossi

TOP STORIES

HANNIBAL, MO. (WGEM) -- MoDOT offices across the state are facing staffing shortages. The state has reported its lost more than half of its 5,100 workforce over the past four years.

Officials in Hannibal said that trend is happening locally too.

The office in Hannibal has open maintenance positions that are still open this summer. Heading into the winter, there is an even greater need to fill those positions because those jobs are important.

Workers fill potholes in the fall/summer and then drive the trucks during the winter months.

"As we're finishing up our summer work and going into the winter season and with snow and winter operations being one of our main focuses during the winter is trying to ensure we fill as many open positions in our maintenance area as possible is definitely critical," said Paula Gough, MoDOT North East District Engineer.

MoDOT pavement specialist Dawn Miller said she's worked for MoDOT for more than 20 years and she's seen fewer people wanting to work for the department now than ever before.

Miller said the shortage of employees is impacting the work that can get done right now.

"This shed alone is down two people. Most of the sheds here in this area are down between two and five people. It makes our job very hard when we get customer complaints with the rains we have a lot of drainage to do and we keep having to push those projects back," Miller said.

Miller said bringing in new employees will be especially important going into the fall, because they will need to train those workers before going out on the roads.

MoDOT said positions like driving snow plows requires training and certifications.

MoDOT will pay for applicants to complete those requirements, but they need to hand applications in soon.

To apply or get more information about current job openings, [CLICK HERE](#).



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Officials: Ohio's distracted driving corridor saving lives

by Brittany Grego

Wednesday, August 11th 2021

AA



<p>It's been one year since the distracted driving corridor was put in place along I-70 and I-470. Has it made an impact?</p>



ONT COUNTY, Ohio — It's been one year since the distracted driving corridor was put in place along I-70 and I-470. Has it made an impact?

The signs grab your attention like "This could be your last text." But are they working?



period were cut in half."

In fact, Waddell said there have been no fatal crashes inside the corridor.

OSHP, ODOT District 11 and the Ohio Laborers Employers Trust gathered at the I-70 westbound rest area Wednesday to examine the numbers and celebrate the corridor's success.

"As you can see from the stats, we've seen a huge decrease," ODOT District 11 Spokesperson Lauren Borrell said. "That's so important for people to look at that, the facts speak for themselves, it's so important for people to not drive distracted."

The corridor is the longest in Ohio - spanning 20 miles - with signs that notify drivers as they enter and exit.

There are also electronic signs that count how many days it's been since the last serious crash.

OSHP hopes to expand the project into other areas.

"It's something that we would like to partner with ODOT, make sure that we have that strong partnership to make sure that we have safe roadways," Trooper Brice Nihiser said.

ODOT workers have also benefited.

"We want our employees to go home every day as they came in a safe manner and the awareness of this process has improved that quite a bit," ODOT's Dave Schafer said.

One local woman who attended Wednesday's event experienced the tragic loss of her husband to distracted driving.

"My husband got killed," Linda Grace Cook, of Bellaire, noted. "Steve Cook, Sept. 30, 2017, on the west side of Columbus while working heavy highway construction. It was a distracted driver that went through a blocked work zone."

She now advocates for highway safety and corridors like this.

"Our men and women who are out there working just want to get home to their families, so it's important to slow down and move over or pay attention through construction zones," Ohio Laborers Employers Cooperation Executive Director Bethany Billi said.

Pelosi breaks bad news to moderates: No vote on infrastructure this month

BY SCOTT WONG AND MIKE LILLIS - 08/11/21 02:16 PM EDT

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VIEW ALL



Speaker [Nancy Pelosi](#) (D-Calif.) made clear to rank-and-file Democrats on Wednesday that the House will not take up the Senate-passed bipartisan infrastructure package this month, rejecting calls from moderates in her caucus who are demanding a quick vote.

The announcement, in her first call with House Democrats since the [successful Senate vote](#) on Tuesday, was largely expected. Pelosi, since the infrastructure talks launched in earnest months ago, has adopted the position that the House will not turn to the \$1 trillion infrastructure package until the Senate passes a much larger \$3.5 trillion package chock full of Democratic social benefits programs and climate initiatives.

That strategy has been championed by progressive lawmakers in the House who don't quite trust some of the centrist Democrats in the Senate and want to use the bipartisan infrastructure bill as leverage — critics say as hostage — to ensure the larger \$3.5 trillion package clears the upper chamber.

Pelosi, during Wednesday's call, leaned on the sentiments of those liberals in making her case to push the infrastructure vote until later in the year.

"I am not freelancing. This is the consensus," she said, according to a source familiar with her message.

Pelosi praised both the Senate and [President Biden](#) for reaching a bipartisan agreement on infrastructure — a massive spending proposal that the Senate passed in a 69-30 vote, garnering support from 19 Republicans and all 50 members of the Democratic caucus.

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But the Speaker has also been clear that the infrastructure package alone is insufficient to tackle the challenges facing the country when it comes to economic inequality, health care disparities, workers rights and the warming planet. It's those issues that Democrats will address in the second legislative package, which is expected to move under special budget rules, known as reconciliation, which preclude the Republicans' filibuster powers and allow Senate Democrats to pass the measure with a simple majority.

The Senate passed the budget blueprint early Wednesday morning, setting the stage for the \$3.5 trillion package, and the House will come back to Washington the week of Aug. 23 to adopt that Senate-passed budget. The \$3.5 trillion package would include funding for expanded child tax credits, community college, universal pre-kindergarten and an expansion of Medicare to include dental and vision coverage.

"The president has said he's all for the bipartisan approach ... bravo! That's progress, but it ain't the whole vision," Pelosi said on the call. "The votes in the House and Senate depend on us having both bills."

The message is sure to disappoint moderate Democrats, including members of the Blue Dogs and Problem Solvers Caucus, who have urged party leaders for weeks to stage a vote on the bipartisan infrastructure bill as soon as it arrives from the Senate. Many of those centrists are facing tough reelection campaigns and want the opportunity to claim a big bipartisan victory during the long summer recess.

"If we've got \$1 trillion in infrastructure spending sitting there, I think we should vote on it," Rep. [Scott Peters](#) (D-Calif.) said just before the August break.

On the Wednesday call, Pelosi also defended Senate Democrats' decision to leave a debt ceiling hike out of their \$3.5 trillion budget plan.

She noted that raising the debt ceiling does not allocate new federal spending but merely empowers the federal government to make good on the spending obligations Congress has already approved in years past.

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Pelosi also pointed out that Democrats had voted to raise the debt ceiling when former [President Trump](#) was in office. Republicans, she argued, should do the same for Biden.

"Understand this, my colleagues, this is Trump's money. ... This is paying for his tax scam, this is paying for COVID. [It's] a responsibility we all share," Pelosi told her colleagues. "This is about money already spent.

"For Republicans to say they will never do it is typically irresponsible."

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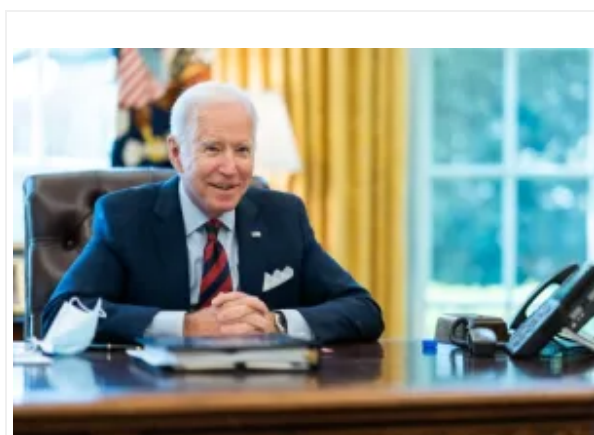
After lengthy negotiations over the past month, a group of 21 Senators – comprised of 10 Republicans and 11 Democrats – and the White House reached a deal on July 28 regarding the bipartisan \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA. The IIJA then successfully passed a cloture motion 67 to 32 later that day, with 17 Republicans voting yes along with all 50 Democrats to formally open debate on that bill.

[Above photo via the White House]

“This deal makes key investments to put people to work all across the country – in cities, small towns, rural communities, and across our coastlines and plains,” noted President Joe Biden in a statement (<https://www.whitehouse.gov/briefing-room/statements-releases/2021/07/28/statement-by-president-joe-biden-on-the-bipartisan-infrastructure-deal/>).

“As the deal goes to the entire Senate, there is still plenty of work ahead to bring this home,” he said. “There will be disagreements to resolve and more compromise to forge along the way.”

According to analysis by the American Association of State Highway and Transportation Officials, the IIJA bill contains more funding and policy detail compared to the initial two-page infrastructure investment “framework” (https://www.sinema.senate.gov/sites/default/files/2021-06/bipartisan%20infrastructure_Investment_Finance.WH_.06-24-21.Final__0.pdf)” released in late June (<https://aashtojournal.org/2021/06/25/white-house-senators-agree-on-infrastructure-funding-proposal/>).



President Biden. Photo via the White House.

The IIJA adds \$550 billion in new spending over five years on top of current FAST Act funding levels by incorporating the \$303.5 billion highway bill (Surface Transportation Reauthorization Act of 2021 (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/07/2021-05-26-AASHTO-Section-by-Section-Analysis-of-Senate-EPW-STRA-FINAL.pdf>)) passed unanimously by the Senate Committee on Environment and Public Works in May (<https://aashtojournal.org/2021/05/28/epw-committee-unanimously-passes-surface-reauthorization-bill/>) along with the safety and rail bill (Surface Transportation Investment Act of 2021 (<https://policy.transportation.org/wp-content/uploads/sites/59/2021/06/2021-06-23-AASHTO-Section-by-Section-Analysis-of-Senate-Commerce-STIA-FINAL-2.pdf>)) passed 25 to 3 by the Senate Committee on Commerce, Science, and Transportation in June (<https://aashtojournal.org/2021/06/18/senate-committee-leaves-av-framework-out-of-transportation-bill/>).



Sen. Capito

“I am glad to see the bipartisan group’s infrastructure legislation focuses on the core elements of infrastructure. Just as important, the bipartisan group’s package is built around our two bipartisan and unanimously committee-passed [highway and water] bills,” noted Sen. Shelley Moore Capito, R-W.Va. – the ranking member on the EPW committee – in a statement (<https://www.capito.senate.gov/news/press-releases/capito-statement-on-bipartisan-infrastructure-deal>).

“These bills were also developed with input from our fellow senators and incorporated policy and funding priorities from both sides of the aisle,” she said.

“AASHTO applauds the bipartisan group of Senators and President Biden for reaching agreement on this historic bipartisan infrastructure bill,” noted Jim Tymon, AASHTO executive director, in a statement (<http://aashtonews.wpengine.com/2021/07/28/aashto-applauds-senators-and-president-biden-on-historic-bipartisan-infrastructure-agreement/>).

“We recognize this long-sought agreement is a crucial demonstration of the solid bipartisan support for infrastructure investment including roads, bridges, public transit, passenger rail, ports, airports, safety, and resilience—as well as broadband, water, and energy systems,” he said. “We are particularly grateful for the addition of \$550 billion in new funding on top of the much-needed five-year surface transportation reauthorization bills passed with strong bipartisan support by the Senate Environment and Public Works and Commerce Committees.”



Jim Tymon

Tymon added that AASHTO and its state department of transportation members “stand ready to work with Congress and the Administration toward enactment of this major infrastructure package as soon as possible.”

While the full legislative text of the ILJA is not yet available, a fact sheet (<https://www.whitehouse.gov/briefing-room/statements-releases/2021/07/28/fact-sheet-historic-bipartisan-infrastructure-deal/>) released by the White House provides an overview of the new funding it contains:

\$110 billion for roads, bridges, and major transportation projects

\$66 billion for passenger rail, including \$16 billion for Amtrak’s National Network, \$6 billion for Amtrak’s Northeast Corridor, and \$36 billion for Federal-State Partnership Grants including a \$24 billion set-aside for the Northeast Corridor.

\$11 billion for safety for the National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration, Pipeline and Hazardous Material Safety Administration, and a “Safe Streets for All” program.

\$39 billion for transit, including for Capital Investment Grants and the “low-no” emission vehicle procurement program.

\$25 billion for airports.

\$17.3 billion for ports and waterways.

\$46 billion for infrastructure resiliency investments.

\$7.5 billion for low-carbon and zero-emission school buses and ferries along with another \$7.5 billion for electric vehicles and low-carbon school buses and ferries.

\$65 billion for broadband, \$55 billion for water infrastructure, along with \$73 billion for power and electric grid infrastructure investment.

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Wrong-way thermal cameras are being installed on several Valley freeways

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Photo by: ADOT



By: [Megan Thompson](#)

Posted at 5:29 AM, Aug 11, 2021 and last updated 7:30 AM, Aug 11, 2021

PHOENIX — It has been more than three years since the Arizona Department of Transportation began using a wrong-way vehicle alert system along a 15-mile stretch of the I-17.

The cameras are placed on the I-17 between the I-10 "Stack" interchange and the Loop 101 interchange.

This was a pilot program and since then, ADOT has utilized what they refer to as the "key components of that system" on other freeways. Those including thermal cameras, alerts to ADOT and the Department of Public Safety, along with warning signals going up on freeway message boards once a wrong-way driver is detected.

Take a look at the map for media reported wrong-way incident on Valley freeways in 2021.

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Since 2018, ADOT reports the system has detected 180 wrong-way vehicles. Not all of those drivers resulted in a crash or came in contact with a DPS trooper.

In an email, ADOT spokesperson Doug Nintzel wrote "Fortunately, many of the drivers of detected wrong-way vehicles turned around on off-ramps without entering I-17. However, there are examples where AZDPS troopers responding to alerts were able to stop a wrong-way driver before a crash occurred."

He also listed where some of the technology has expanded now and where it will expand in the future:

The thermal detection cameras have been expanded to new locations. Now, they are operating at interchanges along the new Loop 202 South Mountain Freeway, the recently widened areas of the Loop 101 (Price Freeway) between US 60 and the Loop 202 (Santan Freeway), and the Loop 303 between I-10 and the I-17.

Take a look at the map below to see where new thermal cameras are being installed on Valley freeways.

Wrong-way thermal c
This map was made with G



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Thermal cameras are set to be installed along with the widening project along the Loop 101 (Pima Freeway) between I-17 and Princess Drive. [They will also plan on adding them in with the Broadway Curve widening project](#) between the I-17 "Split" interchange near Sky Harbor Airport and the Loop 202 (Santan Freeway) interchange in Chandler.

Nintzel went on to explain that ADOT has also been able to take existing thermal cameras on city streets and utilize them for wrong-way detection. He stated, Those include four locations along the Loop 101 Agua Fria Freeway (59th, 67th and 75th and Northern avenues), I-17 at 19th Avenue and Jomax Road, I-10 at 27th and 91st avenues, and multiple intersections along State Route 347 between I-10 and Maricopa.

ADOT said as funding becomes available, they are looking to add more thermal cameras.

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