



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

FEBRUARY 16, 2022
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, February 16, 2022 1:30 p.m.

The TPC will convene 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](https://www.oto.org)

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 15, 2021 Meeting Minutes Tab 1

(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(15 minutes/VanHorn)

Individuals who would like to submit written comments must do so by 5:00 p.m. on February 15th to comment@ozarkstransportation.org. These comments will be provided to the Technical Planning Committee prior to the meeting. Any individual who would like to comment live may contact us at 417-865-3042 ext. 105 to request a link to the virtual meeting. All others may view the meeting at <https://www.facebook.com/ozarkstransportationorganization>. 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. FY 2022-2025 TIP Amendment Four Tab 3**
(5 minutes/Longpine)

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

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

- B. Overview of Bipartisan Infrastructure Law (IIJA) Tab 4**
(10 minutes/Longpine)

An overview of the Bipartisan Infrastructure Law will be provided.

NO ACTION REQUESTED – INFORMATIONAL ONLY

- C. STIP Prioritization Tab 5**
(10 minutes/Fields)

The 2023-2027 recommended project list is attached for member information.

NO ACTION REQUESTED – INFORMATIONAL ONLY

- D. UPWP Subcommittee**
(2 minutes/Fields)

OTO is requesting the appointment of a subcommittee to prepare they FY 2022 Unified Planning Work Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE UPWP SUBCOMMITTEE

- E. TIP Subcommittee**
(2 minutes/Longpine)

OTO is requesting the appointment of a subcommittee to prepare the FY 2022-2025 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE TIP SUBCOMMITTEE

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 6

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, April 20, 2022 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101 and via Zoom.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 2/16/2022; ITEM I.C.

December 15, 2021 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee December 15, 2021 Meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

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 December 15, 2021 Meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
DECEMBER 15, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person and 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:

Ms. Paula Brookshire, City of Springfield	Mr. Andrew Nelson, City of Republic
Mr. Randy Brown, City of Willard	Ms. Britni O'Connor, MoDOT
Ms. Dawne Gardner (a), City of Springfield	Mr. Jeff Roussell, City of Nixa
Mr. Kirk Juranas, City of Springfield	Ms. Beth Schaller, MoDOT
Mr. Joel Keller (a), Greene County	Mr. Tommy VanHorn, City of Battlefield
Ms. Mary Kromrey, Ozark Greenways	Mr. Todd Wiesehan, Christian County (Chair)
Mr. John McCart, City of Ozark	
Mr. Frank Miller, MoDOT	

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

The following members were not present:

Mr. Rick Artman, Greene County	Mr. Jason Ray, SMCOG
Mr. Chris Boone, City of Strafford	Mr. David Schaumburg, Springfield-Branson Airport
Mr. John Caufield, BNSF	Mr. Mark Schenkelberg, FAA
Mr. Matt Crawford, City Utilities Transit	Mr. Travis Shaw, Springfield Public Schools
Mr. Adam Humphrey, Greene County	Ms. Janette Vomund, MoDOT
Mr. Ahmad Mokhtee, FTA	Mr. Alex Woodson, Springfield Chamber of Commerce
Mr. Cole Pruitt, MSU	

Others present were: Ms. Sonya Anderson, Senator Blunt's Office; Mr. Jeremy Pruett, U.S. Representative Long's Office; Mr. Neil Brady, Bartlett & West; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

Member		Member	
Artman, Rick	Absent	Miller, Frank	Present
Boone, Chris	Absent	Nelson, Andrew	Present
Brookshire, Paula	Present	O'Connor, Britni	Present
Brown, Randy	Present	Pruitt, Cole	Absent
Caufield, John	Absent	Roussell, Jeff	Present

Crawford, Matt	Absent	Schaller, Beth	Present
Gardner, Dawne	Present	Schaumburg, David	Absent
Humphrey, Adam	Absent	Shaw, Travis	Absent
Juranas, Kirk	Present	VanHorn, Tommy	Present
Keller, Joel	Present	Vomund, Janette	Absent
Kromrey, Mary	Present	Wiesehan, Todd	Present
McCart, John	Present	Woodson, Alex	Absent

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Nelson made a motion to approve the Technical Planning Committee Meeting Agenda for December 15, 2021. Mr. VanHorn seconded the motion. Chair Wiesehan asked for a roll call vote.

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

The motion passed.

C. Approval of the October 20, 2021 Meeting Minutes

Ms. Gardner made a motion to approve the minutes from the October 20, 2021 Technical Planning Committee Meeting. Mr. VanHorn seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Aye	Pruitt, Cole	Absent
Caufield, John	Absent	Roussell, Jeff	Aye
Crawford, Matt	Absent	Schaller, Beth	Aye
Gardner, Dawne	Aye	Schaumburg, David	Absent
Humphrey, Adam	Absent	Shaw, Travis	Absent
Juranas, Kirk	Aye	VanHorn, Tommy	Aye

Keller, Joel	Aye	Vomund, Janette	Absent
Kromrey, Mary	Aye	Wiesehan, Todd	Aye
McCart, John	Aye	Woodson, Alex	Absent

The motion passed.

D. Public Comment Period for All Agenda Items

There were no speakers to address the committee.

E. Staff Report

Ms. Fields reported OTO has started work on the North 13 Study with CMT (Crawford, Murphy & Tilly, Inc.). An elected officials meeting, a public meeting, and two core team meetings have been held. A public survey was sent out with over 440 responses so far. MoDOT put signs near the interchange displaying the North13study.com web address. The survey closes on Friday, December 17th. The idea is to have some options outlined by February and have the study wrapped up by June. This study is looking at the interchange of Highway 13 and I-44 as well as the corridor from Kearney to Farm Road 94.

The Board of Directors approved the OTO Prioritized STIP list. This lists 118 projects in order as well as the Unfunded Needs list. These will be used in February for suggested projects for STIP programming. Calendar appointments have been sent out for meetings in February to discuss STIP project development.

CMT has started the Chadwick Flyer Crossing Study. CMT is looking at options for getting the Chadwick Flyer across US 65. This study is targeted to be completed in April 2022.

OTO is watching for funding information out of the Bipartisan Infrastructure Law. The appropriations tables have not come out in the federal register yet. OTO is planning to apply for an INFRA Grant for I-44 widening to six lanes, adding auxiliary lanes, replacing bridges, and potential trail projects.

A design standards meeting was held for the Major Thoroughfare Plan implementation. The purpose is how to make the standards more context sensitive in terms of lane width and pedestrian accommodations, focusing on safety and reducing speeding. Additional meetings will be held.

OTO will be using a new TIP tool vendor with the start of the new TIP this year. The same information will be there but will look different. There will be more information to come in late February to early March.

F. Legislative Reports

Ms. Anderson with Senator Blunt's Office reported that they are still waiting on information on the Bipartisan Infrastructure Law Plan Package that was passed last month. On December 2nd, Congress passed a continuing resolution to fund the government through February 18, 2022. This continuing resolution had bipartisan support in the Senate. It extends the current funding level right now that was first approved in October 2020. If this had not been passed, the government would have faced a shutdown at midnight on December 4th. The Senate voted and passed, along party lines, a resolution to raise the debt limit by \$2.5 trillion. If this had not been passed, it would

have caused a default. According to Senator Schumer, this debt limit increase will help cover government expenses through 2023. President Biden's Build Back Better program has passed the House and is stuck in the Senate.

Mr. Pruett with US Representative Long's office shared the House is at recess until next year. The priorities they will be looking at next year are the Infrastructure Bill and what that will provide for our area.

G. MoDOT Report

Mr. Miller stated that MoDOT has received 25-30 comments on the Unfunded Needs list. Statewide the most commented project was I-49 in Kansas City. In Southwest Missouri, the most commented project is a bridge in Joplin to add pedestrian accommodations. In the OTO MPO area, most comments are about I-44 and are from OTO members. MoDOT is working towards a new STIP update which will incorporate some of the new funding. MoDOT is still waiting for more information regarding the Bill so some funding estimations will be made. MoDOT is working on estimate updates to know the final cost to deliver projects that are already committed. New funding levels should be available in January.

II. New Business:

A. FY 2022-2025 TIP Administrative Modifications Two, Three, and Four

Ms. Longpine reviewed the Administrative Modifications to the FY 2022-2025 TIP.

There was 1 item included as part of Administrative Modification 2 to the FY 2022-2025 Transportation Improvement Program.

- Chadwick Flyer Crossing Study (OK2206-22AM2) – Increasing the programmed amount from \$35,000 to \$43,750 and clarifying the scope as Phase 1.

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

- Shyuler Creek Trail (EN2021-22AM3) – Adding TAP funding in place of STBG-U funding in the amount of \$450,000.

There were two items included as part of Administrative Modification 4 to the FY 2022-2025 Transportation Improvement Program.

- Campbell and Republic Road Intersection (SP1818-22AM4) – Changing Project Sponsor from City of Springfield to MoDOT.
- Republic Road Lane Widening (SP1902-22AM4) – Changing Project Sponsor from City of Springfield to MoDOT.

This was informational only. No action was required.

B. FY 2022-2025 TIP Amendment Three

Ms. Longpine reported that there were seven items included as part of Amendment Number Three to the FY 2022-2025 Transportation Improvement Program.

- *New* Route FF Corridor Improvements Scoping (BA2202-22A3) – Scoping for corridor improvements from Route M to Farm Road 194 in Battlefield for a total programmed amount of \$150,000.
- *New* ITS Scoping at Various Locations (MO2214-22A3) – Scoping for ITS improvements at various locations in the SW Urban District for a total programmed amount of \$100,000.
- *Revised* Interchange Improvements at Route 60 and Route 125 (RG0901-22A3) – Updating project programming to reflect final cost estimate and local participation by Greene County and the City of Rogersville, for a total programmed amount of \$23,293,155 (50% is from rural Southwest District).
- *Revised* Route MM Improvements – I-44 to Route 360 (RP1703-22A3) – Updating project to reflect construction and the City of Republic Cost Share award for a total programmed amount of \$10,038,698.
- *New* Glenstone Safety Improvements Scoping (SP2218-22A3) – Scoping for safety improvements on Glenstone from McClernon Street to Republic Court in Springfield for a total programmed amount of \$20,000.
- *New* James River Freeway Interchange Improvements Scoping (SP2219-22A3) – Scoping for interchange improvements at Kansas Expressway (Route 13) in Springfield for a total programmed amount of \$150,000.
- *New* US 60 and US 65 Interchange Improvements Scoping (SP2220-22A3) – Scoping for interchange operational improvements at Route 60 (James River Freeway) and Route 65 in Springfield for a total programmed amount of \$150,000.

Mr. Nelson made a motion to recommend the Board of Directors approve Amendment 3 to the FY 2022-2025 Transportation Improvement Program. Mr. Keller seconded the motion. Chair Wiesehan asked for a roll call vote.

Member		Member	
Artman, Rick	Absent	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	---
Brown, Randy	Aye	Pruitt, Cole	Absent
Caufield, John	Absent	Roussell, Jeff	Aye
Crawford, Matt	Absent	Schaller, Beth	Aye
Gardner, Dawne	Aye	Schaumburg, David	Absent
Humphrey, Adam	Absent	Shaw, Travis	Absent
Juranas, Kirk	Aye	VanHorn, Tommy	Aye

Keller, Joel	Aye	Vomund, Janette	Absent
Kromrey, Mary	Aye	Wiesehan, Todd	Aye
McCart, John	Aye	Woodson, Alex	Absent

The motion passed.

C. Federal Functional Class Change Request

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

The City of Springfield has requested the following changes to the federal functional classification system.

- Roadway Name - Kansas Avenue, Walnut Lawn to Battlefield
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Collector
- Roadway Name – El Camino Alto Drive, Buena Vista Street to Monastery Street
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector
- Roadway Name – Monastery Street
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Collector
- Roadway Name – Lakewood
Current Functional Classification – New Road, El Camino Alto Drive to Republic Rd
Requested Functional Classification – Minor Collector – All
Major Thoroughfare Plan – Collector – All

The City of Willard has requested the following changes to the federal functional classification system.

- Roadway Name – New Melville Road, Rt AB to Farm Road 103
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector
- Roadway Name – Knight St. – *from Rt. AB to Miller Rd.*
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Local*

*Knight St in Willard is not currently shown as a collector on the OTO's Major Thoroughfare Plan. Staff believes Knight St meets the requirements of a collector and will address the MTP inconsistency as it updates the entire MTP in the coming months.

Ms. Gardner made a motion to recommend the Board of Directors approve the Functional Classification Change requests. Mr. Roussell seconded the motion. Chair Wiesehan asked for a roll call vote.

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

The motion passed.

D. Statement of Priorities on Pedestrian and Bicycle Infrastructure

Mr. Thomason stated that this *Statement of Priorities* is the companion document to the OTO's regional trail plan *Towards a Regional Trail System*. The regional trail plan describes the implementation strategies for connecting communities with trails and allowing people to travel throughout the region without a car. This *Statement of Priorities* describes the local bicycle and pedestrian infrastructure that will allow people to safely travel within a community without a car once they arrive. Together, these two documents describe a future where intercity bicycle and pedestrian travel is feasible, safe, and as efficient as possible.

The *Statement of Priorities* is supplemented by a brief report, entitled *On the Path to Connected Pedestrian and Bicycle Networks*, providing local examples of each priority. This report further describes the ideal network of sidewalks and on-street facilities and highlights the many places where elements of the ideal exist within the Ozarks. This is an informative report rather than a report focused on planning or implementation.

Mr. Thomason highlighted the *Statement of Priorities* and the report, *On the Path to Connected Pedestrian and Bicycle Networks*, for the Committee.

Mr. Brown made a motion to recommend the Board of Directors approve the *Statement of Priorities* and accompanying report. Mr. VanHorn seconded the motion. Chair Wiesehan asked for a roll call vote.

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

The motion passed.

E. September 30, 2021 Federal Funds Balance Report

Ms. Longpine reported that the Ozarks Transportation Organization region is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of STBG-Urban allocation to accrue. If a balance is greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2022.

Staff have developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

Ms. Longpine reviewed the report for the Committee.

This was informational only. No action was required.

F. 2022 Chair Rotation

Ms. Fields stated that in 2003, the Technical Planning Committee voted to establish a rotation schedule for the chairmanship of the Technical Planning Committee. This rotation has been followed since. The Chairman-Elect serves as the Chair in the absence of the Chairman.

Tommy VanHorn, with the City of Battlefield, will be serving as Chair in 2022. The Chairman-Elect will be Jeff Roussell with the City of Nixa.

Mr. Wiesehan made a motion to elect the Chairman-Elect position for 2022 for the Technical Planning Committee. Mr. Juranas seconded the motion. Chair Wiesehan asked for a roll call vote.

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

The motion passed.

G. TPC 2022 Meeting Schedule

Ms. Fields shared the Technical Planning Committee meeting schedule for 2022.

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

Ms. Fields stated OTO is preparing the budget for next year. If anyone has a request for a budget item or a special study contact Ms. Fields with those requests. The budget along with the requests will be presented to the Board of Directors for approval.

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 2:14 p.m.

Todd Wiesehan
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 2/16/2022; 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 December 15, 2021 and February 9, 2022.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

SHUYLER CREEK TRAIL PETITION

To the City of Republic, Greene County, Olsson Engineering Firm, and all other parties involved in the proposal to expand Shuyler Creek Trail through Farm Rd 182 to Hwy ZZ in Republic, MO. This petition is from the undersigned, residents of Republic, MO, and owners of the land which will be taken possession of for such a proposal:

Argument:

We reject the plans and proposal as an overreach of governing authority from the City of Republic, and argue that there are no legitimate, safe, considerate, or other reasons that this trail must be expanded.

Request:

We reject the proposal for the plans of the City of Republic, MO to expand Shuyler Creek Trail and request the proposal to be dropped, diverted, cancelled, or redirected.

NAME	ADDRESS	PHONE	SIGNATURE
James Dorris	144 N Harmon Republic	417-350-4880	James Dorris
Bobby Dwyer	101 N. Harrison Ave Paddock	417-521-9611	Bobby Dwyer
Rick Faria	213 N Cox Ave Republic	417-732-5174 Home	Rick Faria
Michael Baker	309 N Cox Republic MO	417 732 2308	Michael Baker
Katie Blandford	6933 W. Farm Rd 182	417-459-2726	Katie Blandford
Paul Blandford	6933 W. Farm Rd 182	417-459-2725	Paul Blandford
Erica Simon	6809 W. PR 182	417-732-9936	Erica Simon
Erica Simon	6809 W. PR 182	417-732-9936	Erica Simon

NAME	ADDRESS	PHONE	SIGNATURE
Susan Peck	6810 W. Farm Rd 182 Republic	417-414-1108	Susan Peck
Phil Peck	6810. W. FR 182 Republic	417-860-2882	Phil Peck
Carolyn Henderson	7597 W FR 182 Republic	417 869-1189	Carolyn Henderson
Carrie Sanders	6695 W. FR 186 Republic, Mo	417-619-2784	Carrie Sanders
Monica Crawford	2207 E Tsmineet Republic	417 408 7506	Monica Crawford
Dale SANDERS	6695 W FR RD 186 Republic, Mo	417-619-2784	Dale Sanders
Jim Henderson	7597 W Farm Rd 160 Republic Mo	417 869 1189	Jim Henderson
Carland Gorris (Birth)	144 N. Harmon Republic	417-350-4880	Carland Gorris

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NAME	ADDRESS	PHONE	SIGNATURE
Gerald P.iland	131 N. Matteson Ave Republic MO	417-732-1685 (Home)	Gerald P.iland
Joshua Gallardo	101 N. Matteson Ave Republic MO	417-861-2628	Joshua Gallardo
Rick Gardner	7083 W FR 182 Republic MO	417-848-8251	Rick Gardner
James Houseman	6982 W Fair MKD 182 Republic, MO, 65738	417-689-3995	James Houseman
Bobby Roller	6618 W FRM 182 Republic MO 65738	360-481-6001	Bobby Roller
Leslie Jones	6618 W FRM 182 182 Republic MO 65738	360-481-6001	Leslie Jones
Nancy Mac Whitman	P.O. Box 237 Marionville, MO 65705	417-824-0745	Nancy Mac Whitman
David Whitman	P.O. Box 237 Marionville MO 65705	417-824-0720	David Whitman

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NAME	ADDRESS	PHONE	SIGNATURE
John Kinsley	6765 W Farm Rd 182 Republic, Mo	417-732-2729 (Home)	John Kinsley
Janet C. Kinsley	6765 West Farm Rd 182 Republic, Mo 65738	417-732-2729	Janet C Kinsley
Michael Laabee	7052 W Farm Rd 182 Republic MO 65738	417-848-5464	MJ
Heather Laabee	7052 W Farm Rd 182 Republic, MO	417-818-7810	Heather Laabee
Dustin Rane	7020	417-365-3029	Dan



PUBLIC COMMENT



Area of concern: MO-13/I-44 Interchange

City/County of concern: Springfield/Greene County

Date received: 12/15/2021

Received through: Facebook

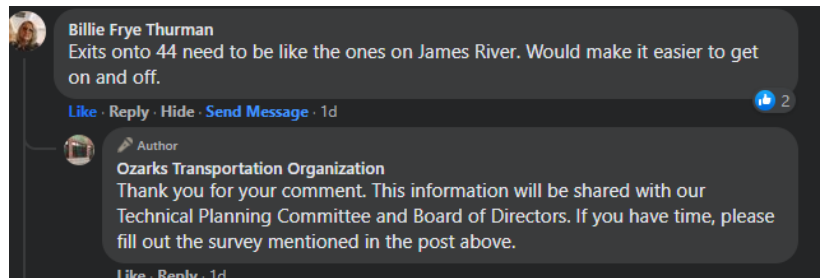
Contact Name: Billie Frye Thurman

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment



OTO Response: See above



PUBLIC COMMENT



Area of concern: Glenstone & I-44

City/County of concern: Springfield/Greene County

Date received: 12/15/2021

Received through: Facebook

Contact Name: Brad Heath

Contact Email/Ph #: not available

OTO's Original Posting

 **Ozarks Transportation Organization**
December 2 at 3:13 PM · 🌐

We need citizens to complete our survey on travel behaviors along the MO-13 corridor in north Springfield. In this survey, you will be asked to provide information on your trips taken along MO-13, or trips where travel on MO-13 was avoided. Questions will focus on trip origins (where it starts), destinations (where it ends), and roads traveled. There will also be questions about whether residents travel with a cell phone.


**Help Us Improve the
MO-13/I-44
Interchange**


Please Take Our Survey!
www.North13Study.com

QUESTIONPRO.COM
North Highway 13 Travel Survey | Travel Survey - Online Survey Software [Learn more](#)



Facebook Comment

 **Brad Heath**
Why your at it fixing that problem. Keep heading East to N. Glenstone & I44 that's still a nightmare.
[Like](#) · [Reply](#) · [Hide](#) · [Send Message](#) · 13h

 **Author**
Ozarks Transportation Organization
Thank you for your comment. This information will be shared with our Technical Planning Committee and Board of Directors. If you have time, please fill out the survey mentioned in the post above.

OTO Response: See above



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Christian County

Date received: 12/22/2021

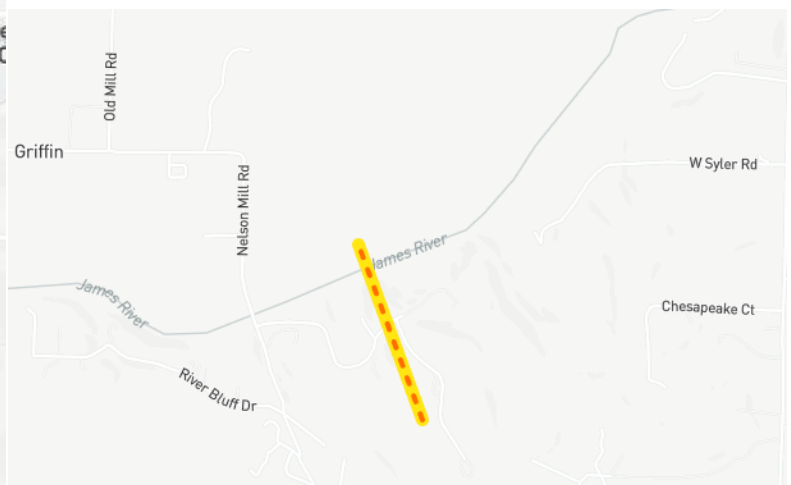
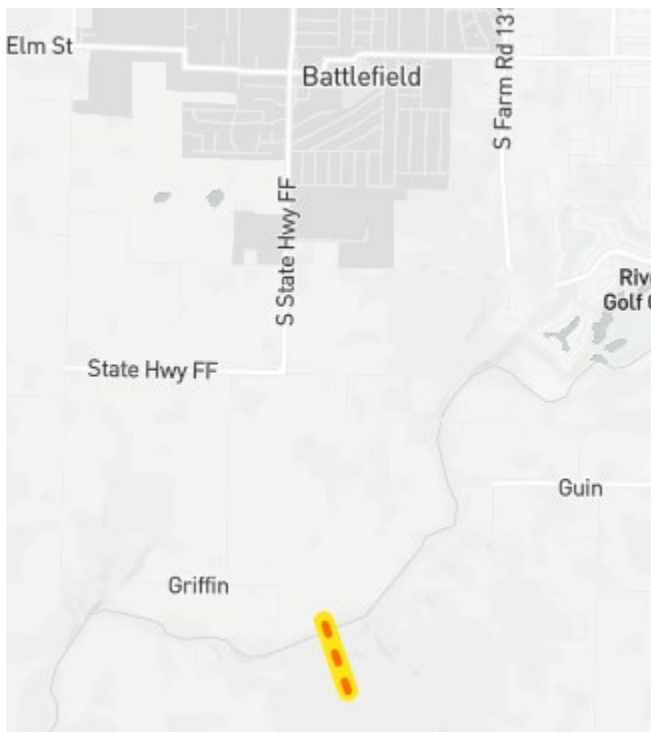
Received through: Map-A-Concern (OTO website)

Contact Name: none given

Contact Email/Ph #:

Comment: The proposed expressway will be going right though the middle of the Misty River subdivision. The owners of these properties in this gated community have purchased and built here specifically for its natural beauty and surroundings. But this plan proposes to make an expressway straight through the middle of it?!? This is alarming! Another route should be chosen, since there is still ample farmland and unsettled land in the surrounding area that would be far less disruptive. Please!

Map



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



PUBLIC COMMENT



Area of concern: Highway 60 and S Farm Road 189

City/County of concern: Greene County

Date received: 01/04/2022

Received through: US Mail

Contact Name: Richard E Stirts, Jr.

Contact Email/Ph #:

Letter

Logan-Rogersville Fire Protection District

1675 N. Missouri Blvd

Rogersville, MO 65742

(417) 753-4265

Chief: Richard Stirts

Deputy Chief: Travis Trent Assistant Chiefs: Russ Lafferty, Tim Clarkson and Grant Peters

December 27, 2021

Ozark Transportation Organization
2208 W. Chesterfield St., Ste 101
Springfield, MO 65807

Dear Ozark Transportation Organization:

I am writing this letter in support of improving the intersection of U. S. Highway 60 and Farm Road 189. Most intersections along U.S. Highway 60 between Rogersville and Springfield are very dangerous.

The traffic continues to increase on U.S. Highway 60 as the communities East of Springfield are growing each year.

Most intersections have a good line of site for distance, but at Farm Road 189 and U.S. Highway 60 the West bound lanes do not. The turn off the highway is difficult; therefore, the vehicle turns at a slower speed. Often the vehicle following behind them is speeding and the closing distance between vehicles happens more quickly than anticipated. Also, larger vehicles like a fire engine, take longer to make those tight turns and they need a larger turning radius.

Any improvement would be beneficial to all and greatly appreciated. As you are aware, there are several businesses there and a large congregation attends Courageous Church located there also.

Cordially,

Richard E. Stirts, Jr.
Fire Chief



PUBLIC COMMENT



Area of concern: Area between Lone Pine Ave and Saratoga Avenue

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

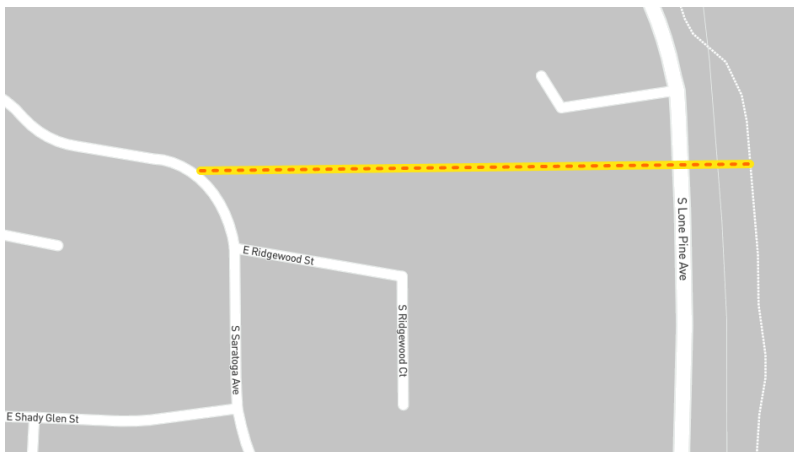
Received through: Map-A-Concern (OTO website)

Contact Name: Matt Wegenka

Contact Email/Ph #:

Comment: There is already a right of way with overhead utility lines in this area. This would connect a good size residential area to the greenways trail north of Sequiota Park. As it stands now to access the trails a pedestrian has to cross Battlefield road at Chambery Ave which is dangerous to access a sidewalk that goes down the hill toward Lone Pine then cross Lone Pine to access trail. Be much safer and would allow better access to the trail if walkway was installed at my suggested area.

Map



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



PUBLIC COMMENT



Area of concern: Solaira Street and South 9th Street

City/County of concern: Ozark/Christian County

Date received: 1/07/2022

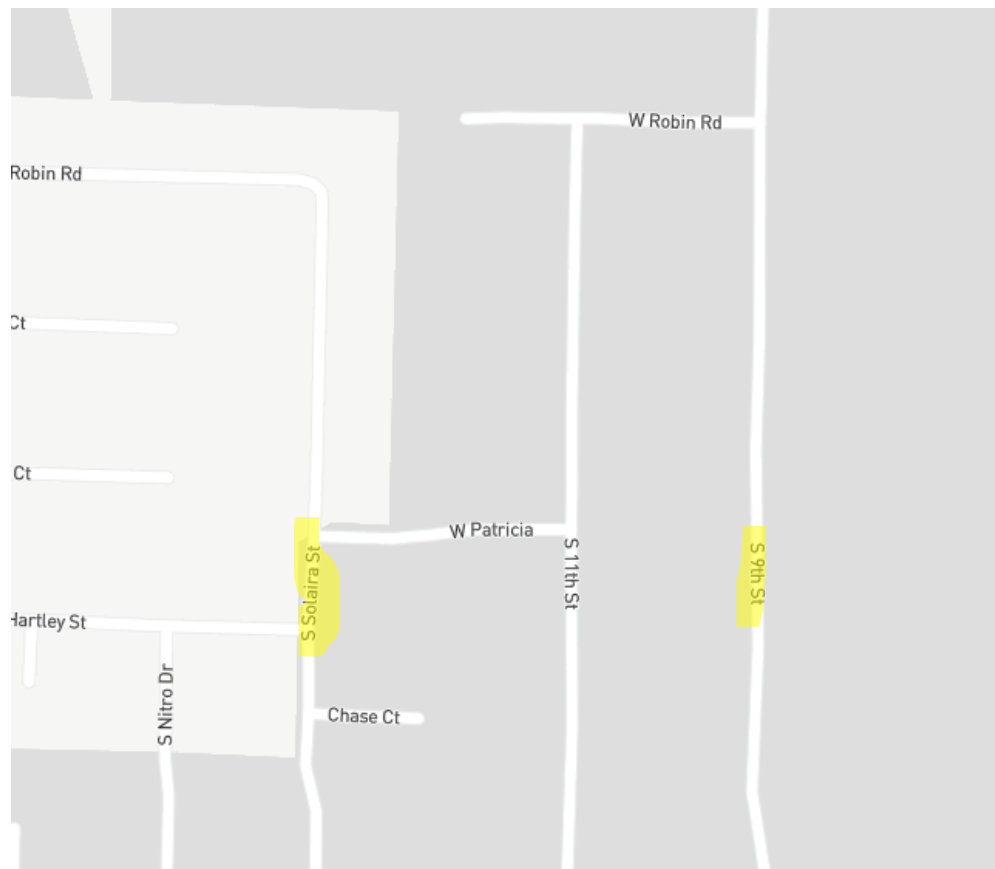
Received through: Map-A-Concern (OTO website)

Contact Name: Ouellette Elizabeth

Contact Email/Ph #:

Comment: There is no sidewalk connecting to main road. people walk and bike to work and the store on this road and they have to walk in the unkept grass in order not to be hit by cars. Neighbors say they would walk to the store more if there was a sidewalk

Map



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



PUBLIC COMMENT



Area of concern: Nature Center Way and Galloway Trail

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

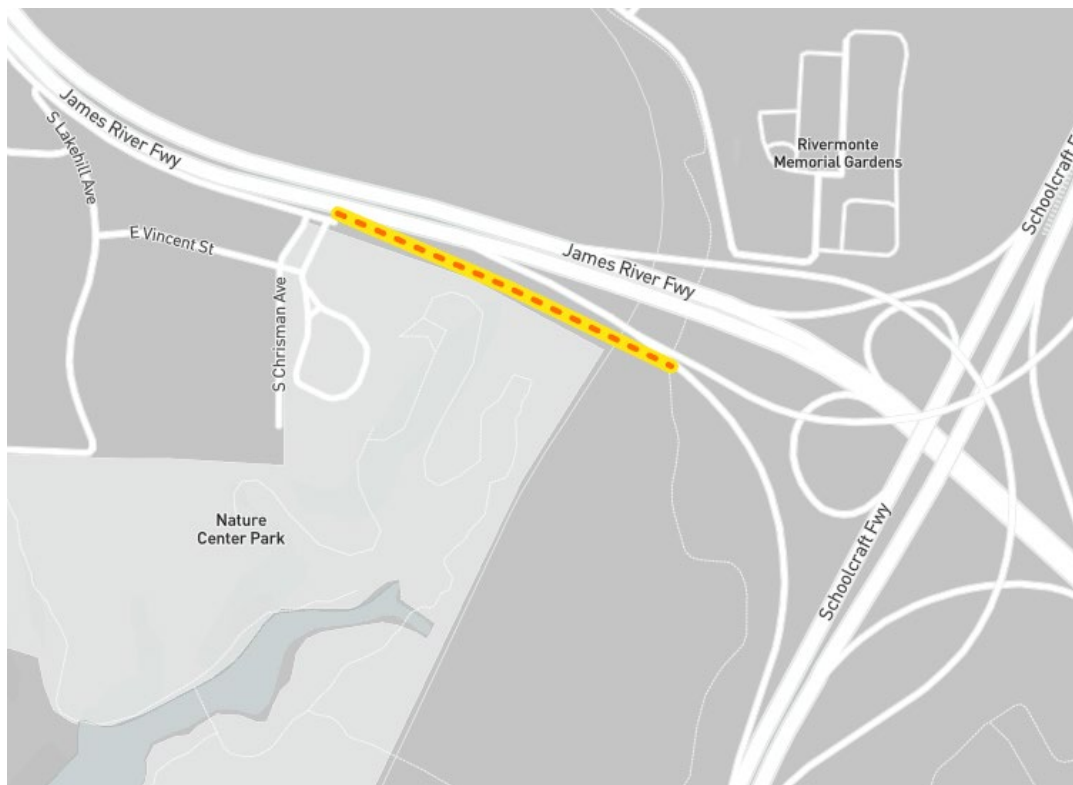
Received through: Map-A-Concern (OTO website)

Contact Name: Mike

Contact Email/Ph #:

Comment: Adding a spur to connect the Galloway trail to Nature Center Way would open this trail to the weekly farmers market and provide Ravenwood, Spring Creek and Old Southern Hills residents bicycle access to this growing trail. I would think that MDC would be an easier than average partner to negotiate Right-of-way access.

Map



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



PUBLIC COMMENT



Area of concern: Sidewalk and Trails – Bicycle/Pedestrian Safety

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

Received through: Email

Contact Name: Evan Marshall

Contact Email/Ph #:

Website comment

I agree with and echo other peoples concerns that sidewalks built directly next to a street without a strip of grass or a barrier in-between still carries quite a safety concern, especially on high-speed roads.

Additionally, the on-street bicycle lanes are an extremely poor and unsafe idea, especially in this area where motorists drive dangerously in general, many of which seem to actively put cyclists in danger.

Pedestrians and cyclists need multi-purpose hard paths created not merely for the purpose of recreation/health, but also prioritizing actual point-to-point travel. Perhaps on this note it would also be prudent to allow cyclists to use pedestrian sidewalks and paths just because the roads are so unsafe.

Additionally, it seems that many locations just have unreasonable distances between destinations even with existing sidewalks and paths. For example in south-east Springfield if you are at the Farmer's Park area and want to go to Chick-fil-A....that is a 3-mile trip taking you all the way down Republic to Fremont and then back Independence, behind the motels, and then up a frontage road. The new roundabout being constructed doesn't fix this at all.

Area cities need to commit to all new construction and renovations (like the Glenstone/Republic roundabout) requiring large multi-purpose sidewalks and paths as part of their designs with the goal of making the around functional for not just recreation but as an actual travel option so people can walk/cycle to a store, shopping center, or work. Today that is not really practical for the citizens of the area, and it doesn't seem that this initiative really addresses this kind of goal very well.

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



PUBLIC COMMENT



Area of concern: Traffic congestion and bicycle lanes

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

Received through: Email

Contact Name: Kcrich49

Contact Email/Ph #:

Website comment

Many of the streets and highways in our area are overly congested hours a day. Please do not further disrupt traffic by adding bicycle lanes on existing roads or decrease lane widths on future roads to make seldom used bike lanes. There are thousands of cars using the roads daily and practically NO bikes.

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



PUBLIC COMMENT



Area of concern: Synchronize traffic lights and more right turns

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

Received through: Website

Contact Name: Drew

Contact Email/Ph #:

Website comment

Let's prioritize getting the streets in Springfield "up to date" (i.e. more right turn lanes), synchronize the traffic lights to avoid clogging intersections, etc.) Instead of concentrating on the minority of people who use bike lanes and sidewalks, focus on the majority who have to drive to get to work, school, shopping, etc.

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



PUBLIC COMMENT



Area of concern: Talmage and Livingston

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Charles Parrott

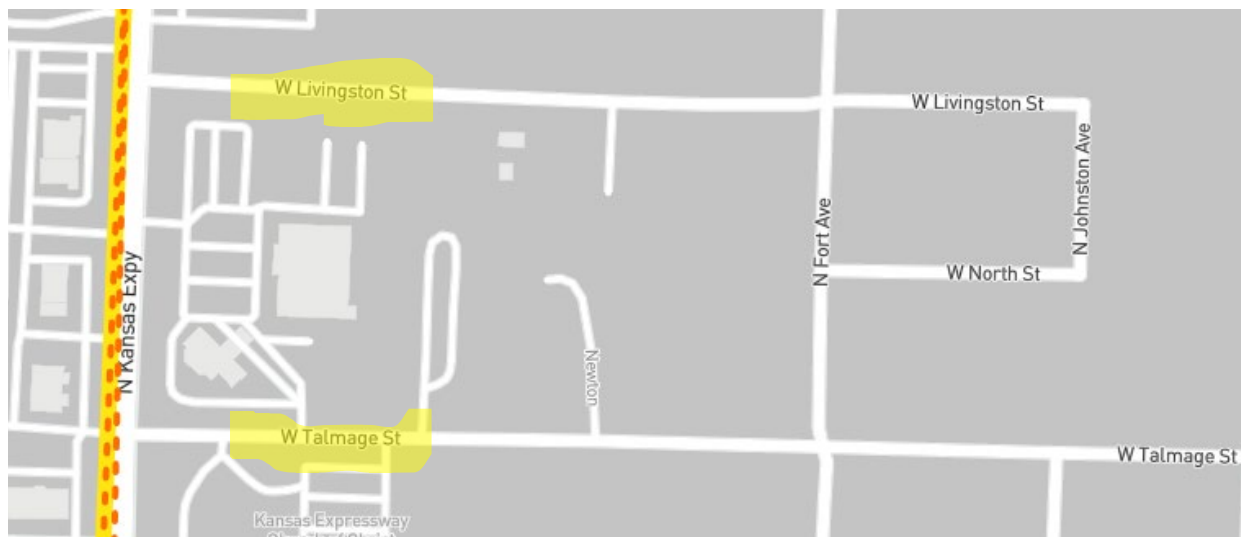
Contact Email/Ph #:

Comment: With a foot bridge somewhere between Talmage and livingston. And sidewalks. Of course it would be nice to just have the pot holes on the city's side streets repaired.

Comment made in response to previous comment:

"Kansas Expressway needs to be widened to three lanes in both directions the entirety of the corridor. - Edd"

Map



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



PUBLIC COMMENT



Area of concern: James River at Republic Road

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Evan M

Contact Email/Ph #:

Comment: Agreed. The walking/cycling round for this path is down Republic to Fremont, then back over Independence, behind the motels, and then up a frontage road....at 3+ miles...rather than a means to just cross over the freeway to that area. Pretty awful.

Comment made in response to previous comment:

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

Map



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



PUBLIC COMMENT



Area of concern: National at Primrose

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Evan M

Contact Email/Ph #:

Comment: This lane's signage states that it is "National" in the far right lane, but in reality it is a very long exit lane for Primrose with a solid line in the road once the sign for Primrose is actually visible.

Photo submitted by commentor:



Map



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



PUBLIC COMMENT



Area of concern: Luster and Glenstone

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

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

Contact Name: Evan M

Contact Email/Ph #:

Comment: This rightmost left-turn-lane off of Luster turns into the exit-lane for Hwy 60 (unmarked on Luster). So, most of the people turning here have to then immediately figure out how to get out of this lane to continue on Glenstone.

Photo submitted by commentor:



Map



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



PUBLIC COMMENT



Area of concern: Glenstone and JRF bike lane

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

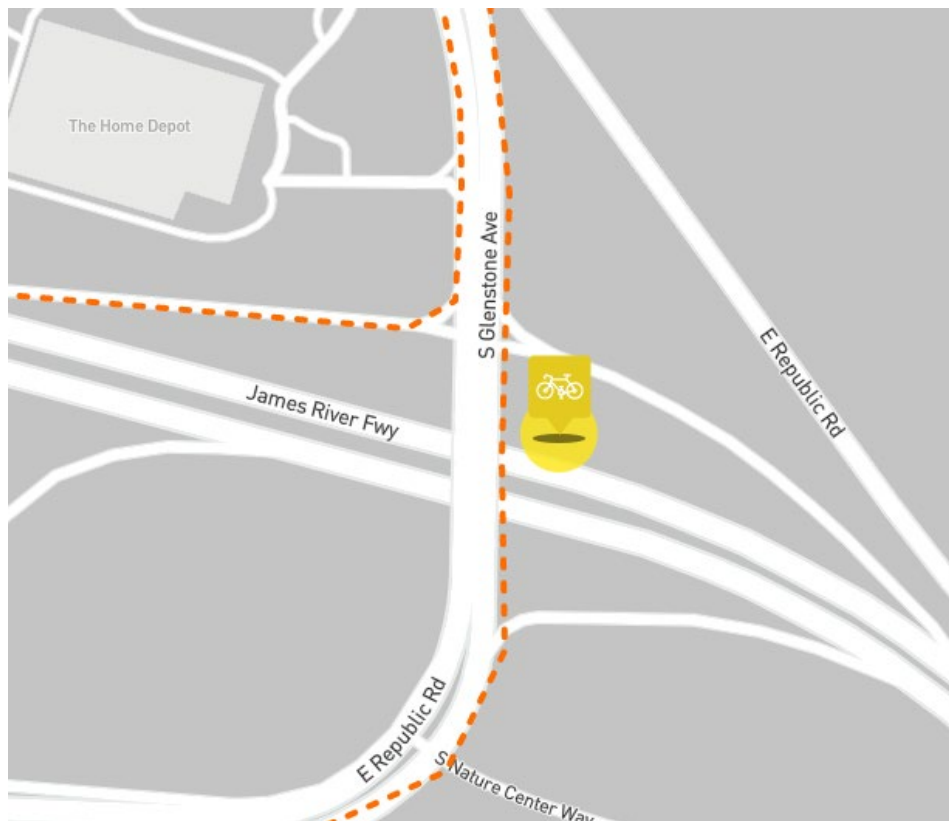
Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

Comment: With the new roundabout, is there going to be a bike lane? Going over James River Freeway on Glenstone is currently the best way to get to Sequiota from Farmer's park. Or Can a bike path be added by the Nature Center to connect to the existing trails without having to ride on the busy road?

Map



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



PUBLIC COMMENT



Area of concern: Cairo St between Kentwood and Glenstone

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

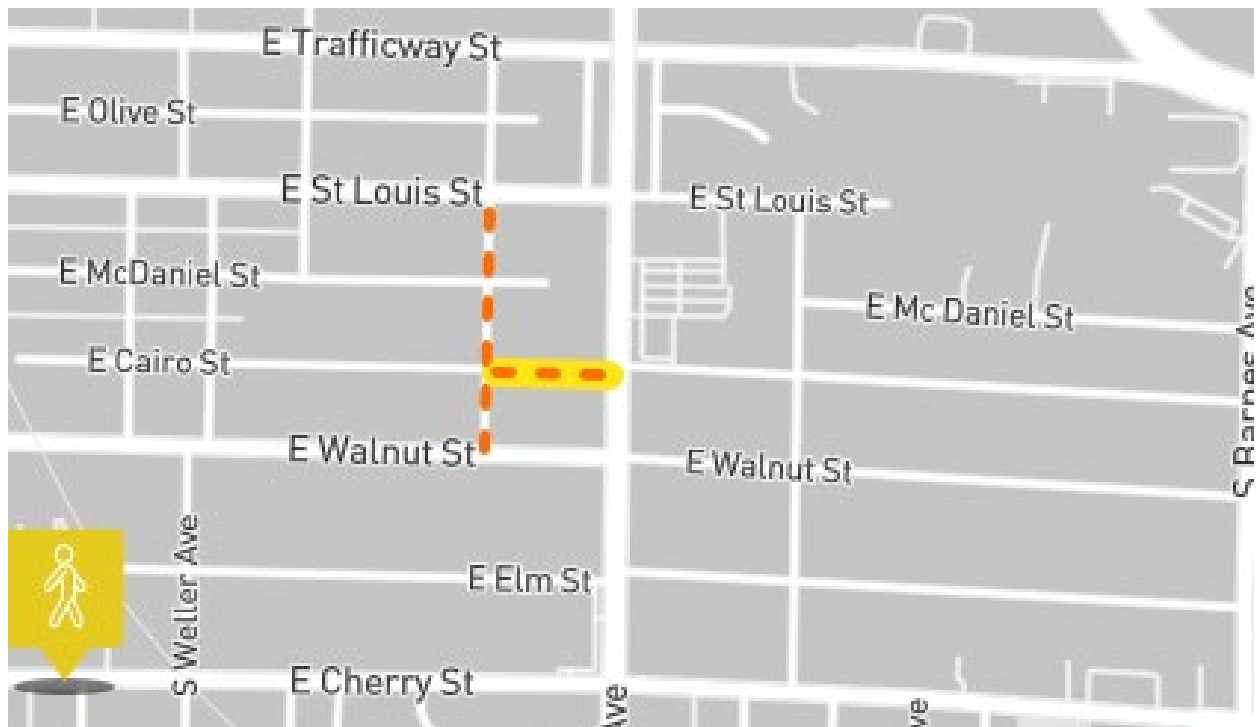
Received through: Map-A-Concern (OTO website)

Contact Name: Steve Finn

Contact Email/Ph #: steve@sfinn.com

Comment: No sidewalk on either side of street on Cairo St between Kentwood and Glenstone in Springfield.

Map



OTO Response: Thank you for your comments “No sidewalk on either side of street on Cairo St between Kentwood and Glenstone in Springfield” and “No sidewalk on either side of Kentwood St between Walnut St and St Louis St in Springfield”. Public input is vital to our planning process. These comments will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Kentwood between Walnut St and St Louis St

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

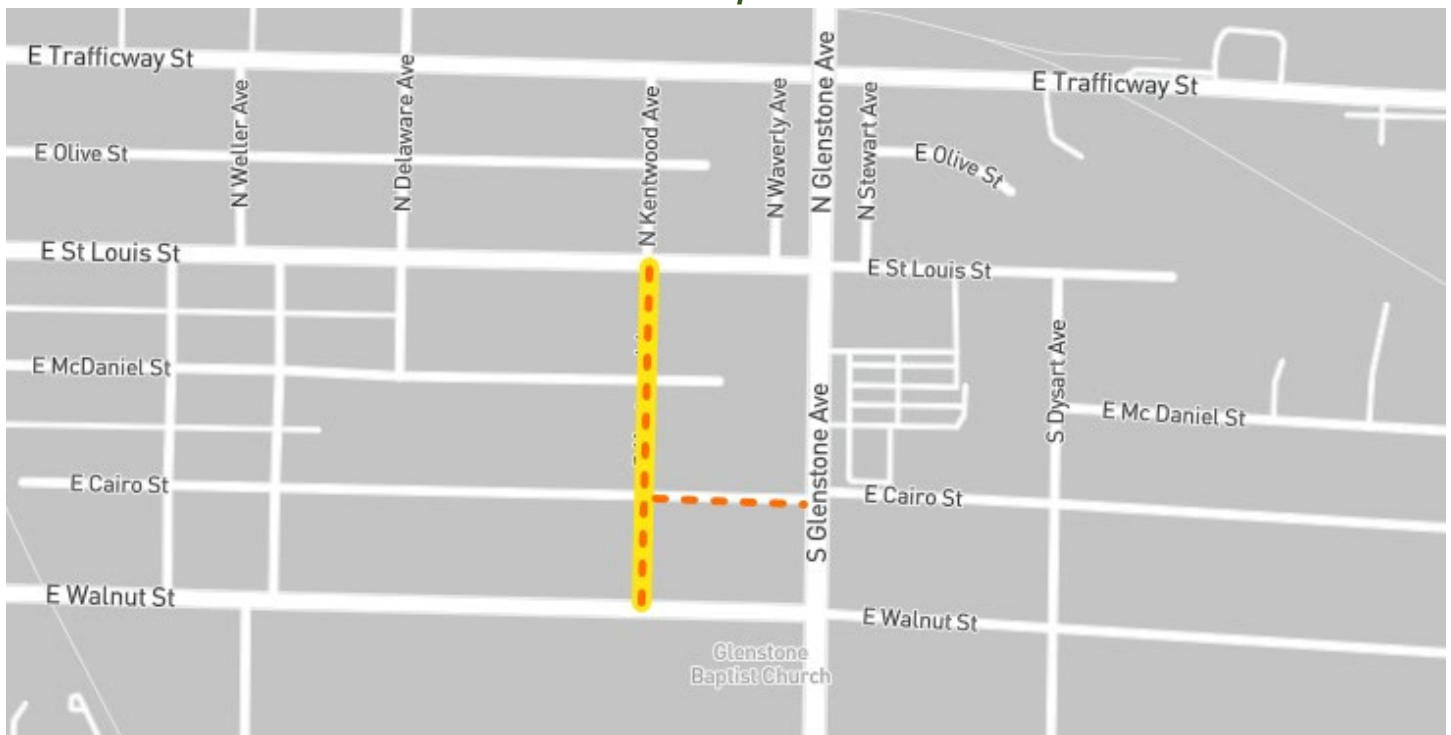
Received through: Map-A-Concern (OTO website)

Contact Name: Steve Finn

Contact Email/Ph #: steve@sfinn.com

Comment: No sidewalk on either side of Kentwood St between Walnut St and St Louis St in Springfield.

Map



OTO Response: Thank you for your comments “No sidewalk on either side of street on Cairo St between Kentwood and Glenstone in Springfield” and “No sidewalk on either side of Kentwood St between Walnut St and St Louis St in Springfield”. Public input is vital to our planning process. These comments will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: North – South Routes on west side of Springfield

City/County of concern: Springfield/Greene County

Date received: 1/07/2022

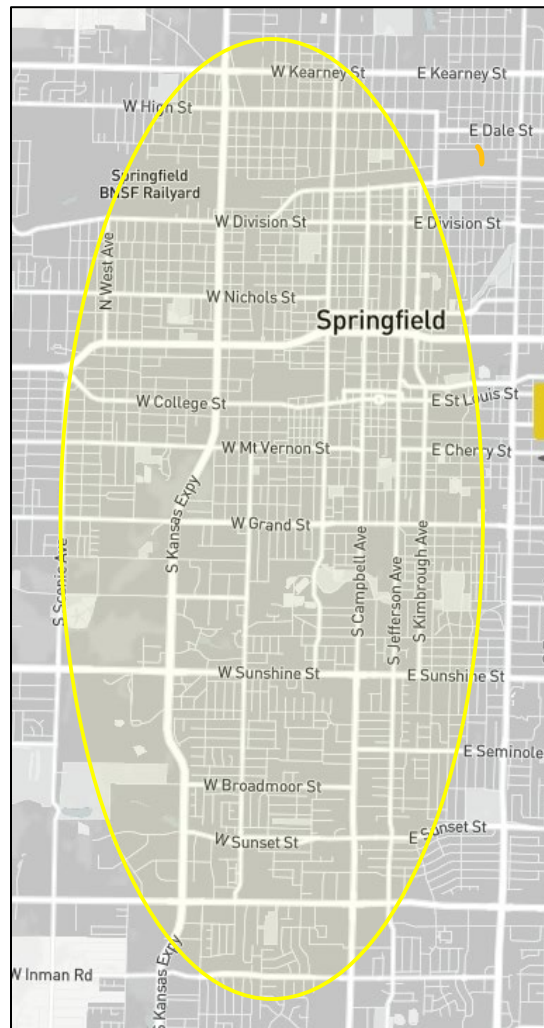
Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

Comment: There should be additional arteries created for traffic going north-south on that side of the city, rather than just Kansas Expressway and Campbell.

Map



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



PUBLIC COMMENT



Area of concern: South Campbell at Plainview Road

City/County of concern: Nixa/Christian County

Date received: 01/07/2022

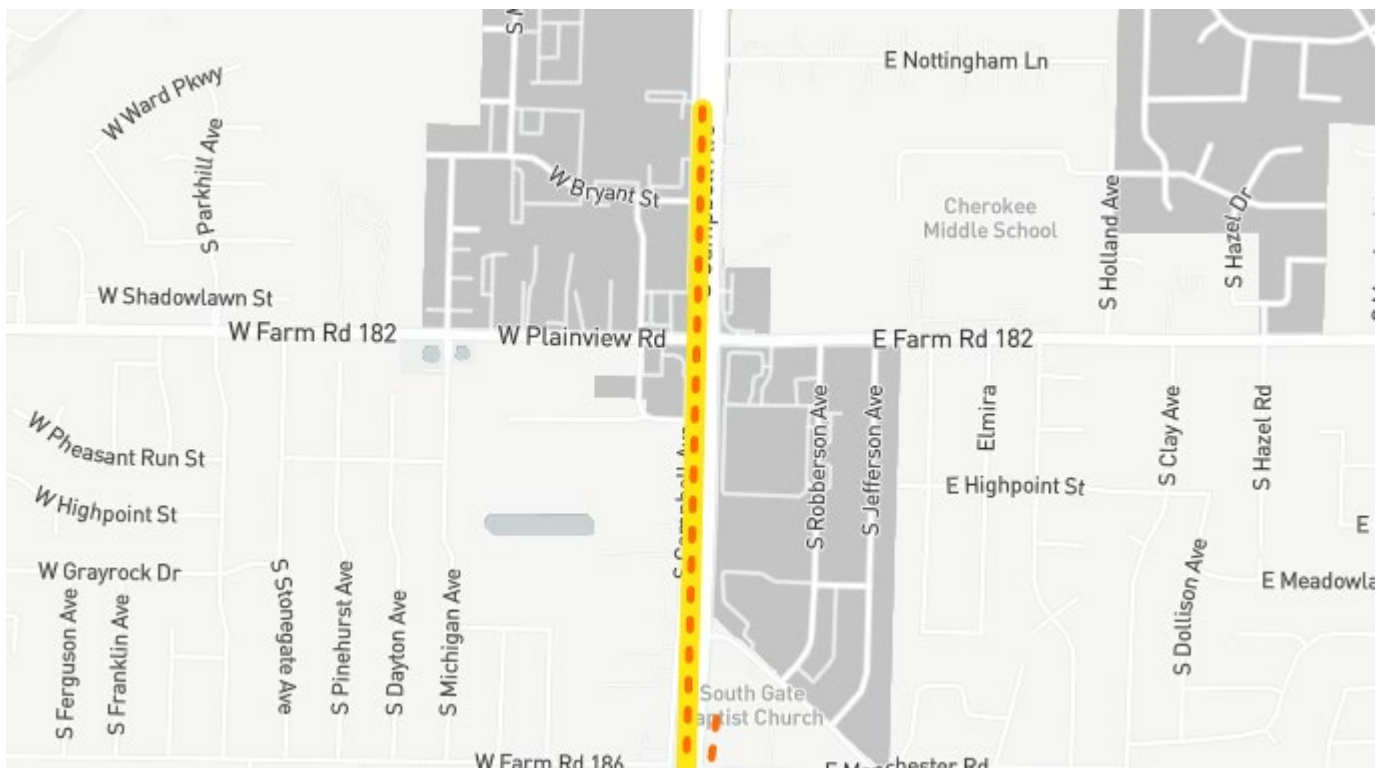
Received through: Map-A-Concern (OTO website)

Contact Name: Evan M

Contact Email/Ph #:

Comment: There is not signage showing what the lanes do here. The leftmost lane becomes a left-turn lane after Plainview, causing traffic to try to merge from that lane. Tons of slowdowns and near accidents here. Straight-on lanes should never become turn-lanes, especially without signs in advance.

Map



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



PUBLIC COMMENT



Area of concern: Bike trail Springfield to Nixa

City/County of concern: Springfield/Nixa/Greene County/Christian County

Date received: 01/07/2022

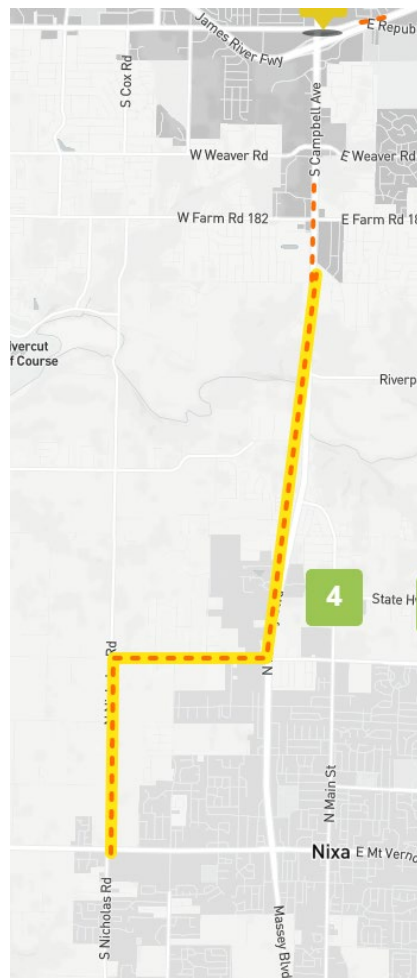
Received through: Map-A-Concern (OTO website)

Contact Name: Evan Fusco

Contact Email/Ph #:

Comment: There is currently no safe or practical way to cycle (or walk) from Nixa to Springfield. While the Ozark Chadwick Flyer is great, it's a long way from Nixa's population centers.

Map



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



PUBLIC COMMENT



Area of concern: Bicyclists and Pedestrian safety

City/County of concern: Nixa/Ozark/Springfield/Greene & Christian Counties

Date received: 01/09/2022

Received through: Website

Contact Name: Jeff Snelling

Contact Email/Ph #: none

Website comment

I am an avid cyclist and safe roads for cyclists here in Southwest MO are pretty few and far between. One of the greatest needs IMHO is to improved roads with shoulders and make designated safe routes for cyclists and pedestrians. I think having these two things would not only improve road safety for motorists, but also help increase the number of people who would choose to ride and walk, improving their overall health and happiness.

Since I live in Nixa, I would especially like to see safe routes / trails developed connecting Nixa and Ozark to the Springfield area. I believe this would be a huge benefit not only for cyclists and pedestrians, but also for the business community, bring more people out to enjoy the great outdoors here in the Ozarks.

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



PUBLIC COMMENT



Area of concern: Trail placement

City/County of concern: OTO MPO Region

Date received: 01/08/2022

Received through: Website

Contact Name: Lisa Roller

Contact Email/Ph #: none

Website comment

we are all about bringing community's together but to come and try to take farm land our birth right and take mature trees and to put a trail at my front door for something that is a want in my opinion not a need or that could be re- routed to the next rd over where there is a park and children that would actually benefit from it and save grant money that they have accepted and have plan to put sidewalks in on this said rd they could just put the bike trail in and wouldn't have to take away all the farmers property and our privacy and would still be able to connect community's

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



PUBLIC COMMENT



Area of concern: Trail placement

City/County of concern: Republic/Greene County

Date received: 01/08/2022

Received through: Website

Contact Name: Susan P.

Contact Email/Ph #: none

Website comment

While the whole concept of creating bike trails for rider and pedestrian safety is good, some of the existing plans are not well thought out. The proposed trail from Republic toward State Hwy ZZ needs to be rerouted. The current plans have it going through several rural front yards—basically cutting them in half—and seriously hindering the safety and privacy of the homeowners. It also takes valuable farmland. If this pathway was rerouted over one street to Hines St., there is ample space along side the road for it, and that would also allow it to avoid the dangerous traffic circle proposed for the intersection of ZZ highway and Farm Rd 182.

If the goal is to provide a safe route between two points, there is absolutely no need to be taking farmland for this or disrupting rural homeowners by putting a bike trail practically in their front door!

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



PUBLIC COMMENT



Area of concern: Bike path from Farmer's Park to the Sequiota Trails

City/County of concern: Springfield/Greene County

Date received: 01/08/2022

Received through: Website

Contact Name: Drew

Contact Email/Ph #: none

Website comment

Is there a way to created a bike path that gets you from Farmer's park area to the Sequiota trails and out to Rogersville/Ozark without having to ride on Glenstone across James River Freeway? I know with that roundabout being constrcuted, that path is going to change, but will there be a Bike lane or can a path be put down Nature Center way past the Nature Center to connect to an already great pathway?

OTO Response: Thank you for your questions. These questions will be shared with our Technical Planning Committee and Board of Directors.



PUBLIC COMMENT



Area of concern: Hidden Tree Lane

City/County of concern: Greene County

Date received: 02/04/2022

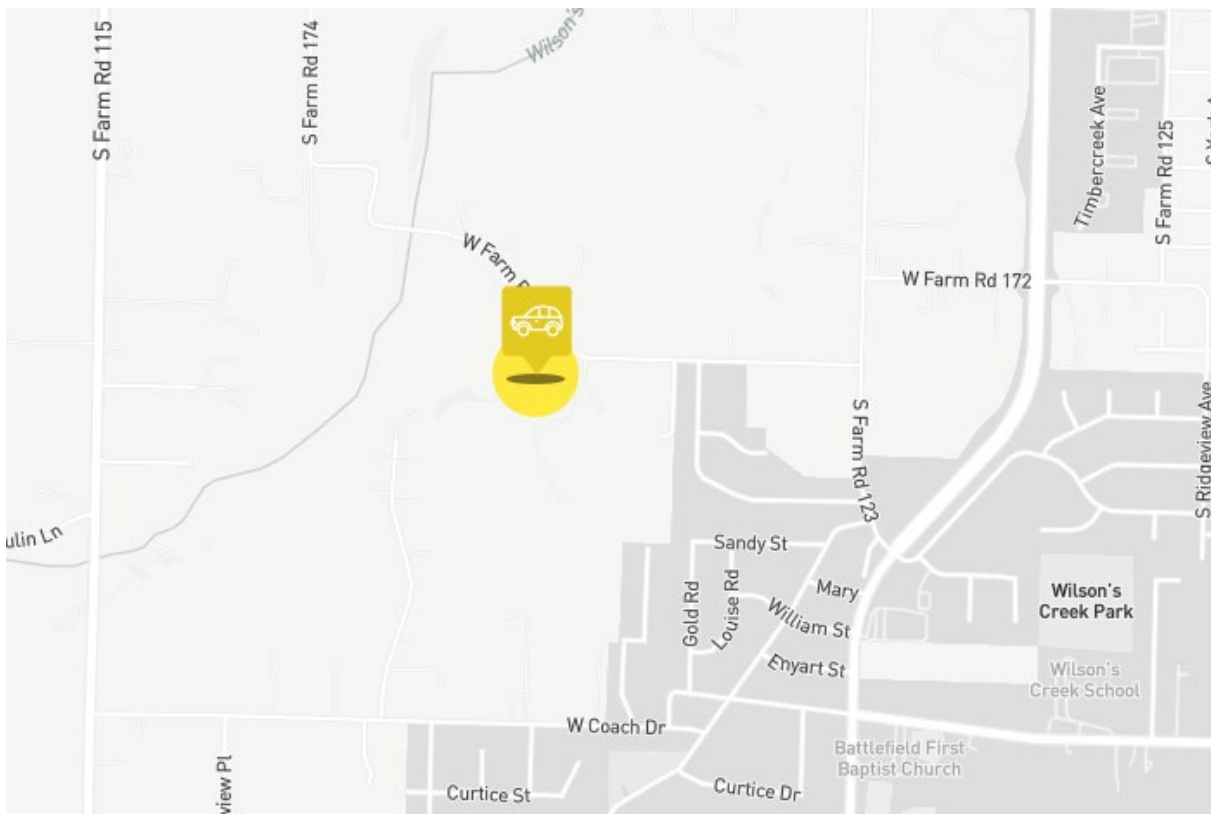
Received through: Map-A-Concern (OTO website)

Contact Name: Greg Kollmeyer

Contact Email/Ph #:

Comment: Hello - I just learned today that you have a proposed collector street running through my backyard. (Although my neighborhood and those west of me are not on your map. I also note that you ask for public input on your site...but I was never notified of this "proposal" and I'm a neighbor. How could you possibly claim you ask for public input when you don't ask the very people you are impacting with these "proposals". I'm very irritated with this and need an answer asap.

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 2/16/2022; ITEM II.A.

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

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

AGENDA DESCRIPTION:

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

1. ***New*** Farm Road 223 Bridge Replacement over Little Sac River (GR2210-22A4)
Greene County is adding a project using BRO funding to replace a bridge over Little Sac River for a total programmed amount of \$660,000.
2. ***New*** Greene County Bridge Projects on FR 102/150/171 (GR2211-22A4)
Greene County is adding a bundle of bridge projects using BRO funding for a total programmed amount of \$735,000:
 - Farm Road 102 Replacement over branch of S. Dry Sac River (\$300,000)
 - Farm Road 150 Replacement over Wilson's Creek (\$360,000)
 - Farm Road 171 Rehabilitation/Repair over the Little Sac River (\$75,000)
3. ***Revised*** Scoping for Safety and Operational Improvements on Sunshine Street (SP1802-22A4)
Changing the scope from Glenstone to Bedford to Glenstone to Farm Road 199, with no change in programmed amount.
4. ***Revised*** Chestnut Expressway Safety Scoping (SP1812-22A4)
Changing the scope from Kansas Expressway to Glenstone to I-44 to Glenstone, with no change in the programmed amount.

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 4 to the FY 2022-2025 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Amendment 4 to the FY 2022-2025 Transportation Improvement Program, with these changes..."



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2210-22A4 FARM ROAD 223 BRIDGE REPLACEMENT OVER LITTLE SAC RIVER

Route Farm Road 223

From Over Little Sac River

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category BRO

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Replace Bridge 2230071 on Farm Road 223 over the Little Sac River.

No Map
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
LOCAL	Local	CAPITAL	\$132,000	\$0	\$0	\$0	\$132,000
FHWA (BRO)	Federal	CON	\$528,000	\$0	\$0	\$0	\$528,000
Totals			\$660,000	\$0	\$0	\$0	\$660,000

Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$660,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2211-22A4 GREENE COUNTY BRIDGE PROJECTS ON FR 102/150/171

Route FRs 102, 150, and 171

From

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

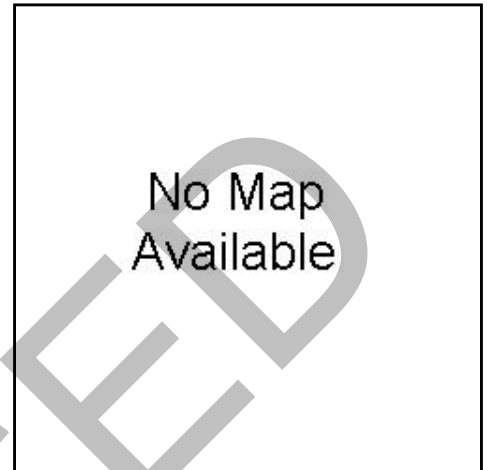
Federal Funding Category BRO

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

This is a bundle of three bridge projects: FR 102 Bridge (#1020197) Replacement over Branch of S. Dry Sac River; FR 150 Bridge (#1500133) Replacement over Wilson's Creek; FR 171 Bridge (#1710070) Rehab/Repair over Little Sac River

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (BRO)	Federal	CON	\$588,000	\$0	\$0	\$0	\$588,000
LOCAL	Local	CON	\$147,000	\$0	\$0	\$0	\$147,000
Totals			\$735,000	\$0	\$0	\$0	\$735,000

Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$735,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1802-22A4 **SCOPING FOR SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET**

Route Sunshine St.

From Glenstone Ave.

To Bedford Ave.

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 # 8S3133

Federal ID #

Project Description

Scoping for safety and operational improvements on Sunshine St. from Glenstone Ave. (Bus. 65) to Farm Road 199.

No Map
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
Totals			\$2,000	\$2,000	\$2,000	\$2,000	\$8,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$56,000
Future Cost	\$0
Total Cost	\$64,000



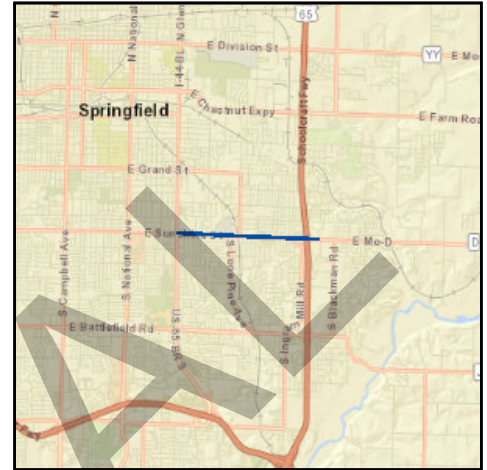
Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # SP1802-18 **SCOPING FOR SAFETY AND OPERATIONAL IMPROVEMENTS ON SUNSHINE STREET**

Route Sunshine St.
From Glenstone Ave.
To Bedford Ave.
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 # 8S3133
Federal ID #



Project Description

Scoping for safety and operational improvements on Sunshine St. from Glenstone Ave. (Bus. 65) to Bedford Ave.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$1,600	\$6,400
MoDOT	State	ENG	\$400	\$400	\$400	\$400	\$1,600
Totals			\$2,000	\$2,000	\$2,000	\$2,000	\$8,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$56,000
Future Cost	\$0
Total Cost	\$64,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1812-22A4 **CHESTNUT EXPRESSWAY SAFETY SCOPING**

Route Loop 44
From Kansas Expy.
To Glenstone
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3144
Federal ID #

No Map
Available

Project Description

Scoping for safety improvements on Chestnut Expressway (Loop 44) from I-44 to Glenstone Avenue (Bus. 65).

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$1,800	\$1,800	\$1,800	\$1,800	\$7,200
MoDOT	State	ENG	\$200	\$200	\$200	\$200	\$800
Totals			\$2,000	\$2,000	\$2,000	\$2,000	\$8,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$86,000
Future Cost	\$0
Total Cost	\$94,000



Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

E) Sponsored by MoDOT Section

TIP # SP1812-18 **CHESTNUT EXPRESSWAY SAFETY SCOPING**

Route Loop 44

From Kansas Expy.

To Glenstone

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Safety

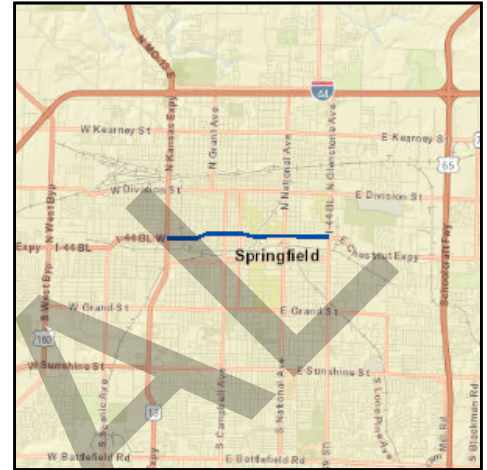
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3144

Federal ID #

Project Description

Scoping for safety improvements on Chestnut Expressway (Loop 44) from Kansas Expressway to Glenstone Avenue.



Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (SAFETY)	Federal	ENG	\$1,800	\$1,800	\$1,800	\$1,800	\$7,200
MoDOT	State	ENG	\$200	\$200	\$200	\$200	\$800
Totals			\$2,000	\$2,000	\$2,000	\$2,000	\$8,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$86,000
Future Cost	\$0
Total Cost	\$94,000

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-122	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,600	\$0	\$0	\$446,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2101-20A5	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$249,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$0	\$316,800	\$396,000
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$45,900	\$0	\$0	\$460,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$0	\$0	\$509,000
EN1904-20AM6	\$0	\$0	\$0	\$0	\$0	\$244,000	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0	\$0	\$0	\$0	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,900	\$0	\$0	\$229,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826
EN2010-22AM3	\$277,978	\$0	\$0	\$0	\$0	\$509,302	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$0	\$984,214
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$44,000	\$55,000
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,750	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$2,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$0	\$22,000,000
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,200	\$0	\$0	\$331,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$806,000
GR2101-20	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$0	\$5,000	\$0	\$0	\$50,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
GR2210-22A4	\$0	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,000	\$0	\$0	\$0	\$0	\$0	\$660,000
GR2211-22A4	\$0	\$0	\$0	\$0	\$588,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$147,000	\$0	\$0	\$0	\$0	\$0	\$735,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
MO2006-20	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$84,800	\$106,000
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000
MO2203-22	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
MO2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,800	\$0	\$394,200	\$438,000
MO2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$0	\$4,800	\$6,000
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000	\$0	\$192,000	\$240,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
MO2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$444,000	\$555,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO2214-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
MS2201-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,536,748	\$0	\$0	\$0	\$0	\$0	\$3,536,748
N																			

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$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	\$0	\$53,400	\$0	\$213,600	\$287,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-22A4	\$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
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,348	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$573,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,028,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$0	\$0	\$1,680,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$0	\$0	\$0	\$6,844,000
SP2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954,600	\$0	\$0	\$9,773,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2218-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$96,000	\$120,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$36,967,306	\$2,659,751	\$135,000	\$1,240,000	\$1,148,000	\$753,392	\$23,704,547	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$26,293,922	\$0	\$0	\$12,511,276	\$683,500	\$5,627,000	\$142,137,181
2023																			
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$369,400	\$0	\$0	\$4,047,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,600	\$0	\$1,418,400	\$1,953,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$2,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR																			

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
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	\$0	\$184,800
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$41,200
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
MO2214-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
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
OT1901-22A2	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-22A3	\$0	\$17,706,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$1,967,410	\$0	\$0	\$21,674,098
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1703-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$805,125	\$0	\$0	\$0	\$630,352	\$0	\$0	\$201,282	\$0	\$0	\$1,636,759
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
SP1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000	\$4,800
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$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	\$2,145,410
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	\$10,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$295,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$369,000
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	\$287,200	\$0	\$0	\$900	\$1,148,800	\$0	\$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
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2219-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
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	\$18,053,188	\$90,000	\$0	\$16,000	\$0	\$15,475,205	\$329,000	\$3,585,525	\$0	\$0	\$0	\$7,282,759	\$0	\$970,000	\$11,912,318	\$0	\$16,745,400	\$79,047,023
2024																			
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,600	\$0	\$777,600	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-19	\$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	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000
GR2201-22	\$0	\$5,796,000	\$0	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$187,200	\$228,000
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	\$3,600	\$0	\$0	\$0	\$0									

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					Local		Other	State		TOTAL		
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	LOCAL		LOCAL-AC	MoDOT		MoDOT-GCSA	MoDOT-AC
OT1901-22A2	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$363,876	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000	
RP1703-22A3	\$2,296,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,874,140	\$0	\$0	\$0	\$0	\$762,783	\$0	\$0	\$968,535	\$0	\$7,901,458	
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$856,200	\$0	\$4,057,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$3,200,800	\$50,000	
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$100,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000	
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	
SP1811-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$10,000	
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$2,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,943,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,800	\$0	\$2,429,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,693,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$2,755,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$1,285,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$428,000	
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$11,145,000	
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$2,215,000	
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$1,488,000	
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$20,000	
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$100,000	
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,973,000	
SUBTOTAL	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$841,558	\$0	\$0	\$8,699,235	\$0	\$9,682,400	\$55,572,334
2025																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$60,000	
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-22A2	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-22A4	\$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
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,814	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,877,070
GRAND TOTAL	\$43,951,291	\$22,935,039	\$6,246,000	\$1,240,000	\$1,280,000	\$832,392	\$60,765,752	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$35,895,053	\$0	\$970,000	\$39,239,629	\$683,500	\$57,112,400	\$309,633,608

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	\$36,967,306	\$2,659,751	\$135,000	\$1,240,000		\$753,392	\$23,704,547	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$95,873,483	\$26,293,922	\$18,821,776	\$0	\$5,276,891	\$146,266,072
2023 Funds Programmed	\$2,589,628	\$18,053,188	\$90,000	\$0		\$0	\$15,475,205	\$329,000	\$3,583,525	\$0	\$0	\$0	\$40,120,546	\$7,282,759	\$30,657,718	\$970,000	\$5,356,044	\$84,387,067
2024 Funds Programmed	\$2,539,101	\$2,211,300	\$5,886,000	\$0		\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$36,281,141	\$841,558	\$18,381,635	\$0	\$5,436,385	\$60,940,719
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	\$43,951,291	\$22,935,039	\$6,246,000	\$1,240,000		\$832,392	\$60,765,752	\$896,000	\$16,250,400	\$19,278,422	\$2,684,230	\$373,500	\$174,453,026	\$35,895,053	\$97,035,529	\$970,000	\$21,587,251	\$329,940,859

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	\$207,666,000
Federal Discretionary Funding	\$19,278,422	\$0	\$0	\$0	\$0	\$19,278,422
Available Operations and Maintenance Funding		\$5,276,891	\$5,356,044	\$5,436,385	\$5,617,931	\$21,587,251
Funds from Other Sources (inc. Local)		\$26,293,922	\$8,252,759	\$841,558	\$1,476,814	\$36,865,053
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	\$82,646,010	\$89,424,484	\$61,214,038	\$44,292,241	\$346,510,052
Prior Year Funding		\$58,933,279	\$5,313,217	\$10,350,634	\$10,623,952	-
Programmed State and Federal Funding		(\$146,266,072)	(\$84,387,067)	(\$60,940,719)	(\$38,347,001)	(\$329,940,859)
TOTAL REMAINING	\$58,933,279	\$5,313,217	\$10,350,634	\$10,623,952	\$16,569,193	\$16,569,193

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	--	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$375,050.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46	\$7,209,195.60
City of Republic				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$381,405.00)	(\$630,352.00)	(\$762,783.00)	\$0.00
Amount Available for Local Projects	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42	\$5,958,244.50
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	--	\$15,065,968.08	\$34,202,603.12	\$58,315,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$9,085,932.00)	(\$5,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
Amount Available for Local Projects	\$15,065,968.08	\$34,202,603.12	\$58,315,819.15	\$81,423,459.88
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 4

TECHNICAL PLANNING COMMITTEE AGENDA 2/16/2022; ITEM II.B.

Overview of Bipartisan Infrastructure Law (IIJA)

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

AGENDA DESCRIPTION:

The Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act, was signed into law on November 15, 2021. This bill reauthorized the surface transportation program, as well as creates several new programs to provide investments in a variety of infrastructure.

Staff will provide an overview of the relevant provisions contained in the BIL. Attached are several fact sheets for member information.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



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News

The Bipartisan Infrastructure Law Will Deliver for Missouri

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Missouri is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Missouri.** For decades, infrastructure in Missouri has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Missouri a C- on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Missouri residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Missouri there are 2,190 bridges and over 7,576 miles of highway in poor condition. Since 2011, commute times have increased by 5.9% in Missouri, and on average, each driver pays \$743 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Missouri would expect to receive approximately \$7 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 29.6% more than the State's Federal-aid highway formula funding under current law (1). Missouri can also compete for the \$15.77 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Missouri can also expect to receive approximately \$159 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$180 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Missouri will receive approximately \$40 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in Missouri will also be eligible to compete for \$6 billion in

funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, Missouri can expect to receive approximately \$53.4 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration’s Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 55% increase in funding compared to FAST Act levels (4). Missouri will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. Missourians who take public transportation spend an extra 79.6% of their time commuting and non-White households are 10 times more likely to commute via public transportation. 32.2% of transit vehicles in the state are past useful life. **Based on formula funding alone, Missouri would expect to receive about \$732 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 36% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration’s plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Missouri would expect to receive about \$99 million over five years to support the expansion of an EV charging network in the state (6). Missouri will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$102 billion to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$41 billion would be provided as grants to Amtrak, \$43.5 billion for Federal-State Partnership for Intercity Passenger Rail Grants for intercity rail service, including high-speed rail. On top of this, Missouri will be eligible to compete for \$10 billion for rail improvement and safety grants and \$5.5 billion for grade crossing safety improvements.”

Improve our nation’s airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Missouri would receive approximately \$247 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation’s airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Missouri, such recommended projects include the Kansas City Streetcar Main Street Extension currently under construction.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.

- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

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BIPARTISAN INFRASTRUCTURE LAW



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Bridge Formula Program (BFP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Advance appropriation (General Fund)	--	\$5.500 B	\$5.500 B	\$5.500 B	\$5.500 B	\$5.500 B

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges.

Statutory Citation

- Division J, title VIII, Highway Infrastructure Program heading, paragraph (1)
- (Note: Except as indicated, all statutory citations herein are to the provisions of such paragraph (1).)

Funding Features

Type of budget authority

- Advance appropriations from the General Fund; not subject to any limitation on obligations.

Pre-Apportionment Set-Asides

- Sets aside 3% of BFP funding each fiscal year for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program. [third and fourth provisos; 23 U.S.C. 202(d)]
- Allows FHWA to use up to 0.5% of annual BFP funds for the FHWA’s administration and operations. [seventh proviso]

Apportionment of Funds

- Directs the Secretary to apportion BFP funding to the 50 States, the District of Columbia, and Puerto Rico via a formula based on the relative costs of replacing a State’s bridges classified as in poor condition and rehabilitating a State’s bridges classified as in fair condition (subject to the minimum apportionment described below):
 - 75% by the proportion the total cost of replacing all bridges classified in poor condition in the State bears to the total cost to replace all bridges classified in poor condition in all States; and
 - 25% by the proportion the total cost of rehabilitating all bridges classified in fair condition in the State bears to the total cost to rehabilitate all bridges classified in fair condition in all States. [eighth proviso]

- For purpose of this formula, directs the Secretary to determine replacement and rehabilitation costs based on the average unit costs of bridges from 2016 through 2020, as submitted by the States to FHWA as required by 23 U.S.C. 144(b)(5), and the total deck area of bridges classified in poor or fair condition based on the National Bridge Inventory as of December 31, 2020. [tenth and eleventh proviso]
- Guarantees each State a minimum annual BFP apportionment of \$45 million. [ninth proviso]

Post-Appportionment Set-Asides

- Sets aside 15% of each State's BFP apportionment for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways). [sixth proviso and thirteenth proviso]

Federal Share

- As a general rule, in accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [fourteenth proviso]
- Federal share of 100% for BFP funds—
 - set aside for Tribal transportation facility bridges (see above); [fifth proviso] or
 - used on an off-system bridge that is owned by a local agency or federally-recognized Tribe. [fifteenth proviso]

Eligible Activities

- BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. [twelfth proviso]

Program Features

Definition of "State"

- Throughout the program—including in the apportionment formula—treats the District of Columbia and Puerto Rico as States (relying on the definition of "State" in 23 U.S.C. 101). [sixth proviso]

Applicability of Title 23 Requirements

- Except as otherwise specifically provided, BFP funds are administered as if apportioned under chapter 1 of title 23, U.S.C. As a result, Title 23 requirements generally apply to these funds. [first proviso]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements that apply to other projects on Federal-aid highways. [second proviso]

Additional Information and Assistance

- For more information about FHWA's bridge resources: <https://www.fhwa.dot.gov/bridge/bipro.cfm>
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

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Surface Transportation Block Grant (STBG)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$12.139 B	\$13.835 B*	\$14.112 B*	\$14.394 B*	\$14.682 B*	\$14.976 B*

*Calculated (sum of estimated individual State STBG apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Statutory Citations

- § 11109; 23 U.S.C. 133

Funding Features

Except as specified above and below, the BIL continues all funding features that applied to STBG under the FAST Act.

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State’s STBG apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(2)] (See “Apportionment” fact sheet for a description of this calculation)

Set-asides

- The BIL requires the Secretary to set aside 10% of STBG funds for Transportation Alternatives, with State shares determined by statutory formula (See the “Transportation Alternatives” fact sheet for additional information). [§ 11109(b)(1); 23 U.S.C. 133(h)(1)]
- The following are to be set aside from a State’s STBG apportionment:

- 2% for State Planning and Research (SPR). [23 U.S.C. 505(a)]
- An amount equal to at least 20% (vs. 15% under the FAST Act) of the State's FY 2009 Highway Bridge Program apportionment for use on certain types of projects related to bridges and low water crossings on public roads other than Federal-aid highways (otherwise known as "off-system bridges"). The Secretary, after consultation with State and local officials, may reduce this set-aside requirement if it is determined that the State has inadequate off-system bridge needs. [§ 11109(a)(5); 23 U.S.C. 133(f)]

Suballocation

- 55% of a State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population: [§ 11109(a)(3); 23 U.S.C. 133(d)(1)(A)]
 - *Urbanized areas with population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [23 U.S.C. 133(d)(1)(A)(i) and (d)(4)]
 - **[NEW]** *Urbanized areas with population of at least 50,000 but no more than 200,000*: The State is to establish a process to consult with relevant metropolitan planning organizations and describe how funds will be allocated equitably. [23 U.S.C. 133(d)(1)(A)(ii) and (d)(3)(A)]
 - **[NEW]** *Urbanized areas with population of at least 5,000 but no more than 49,999*: The State is to consult with regional transportation planning organizations, if any, before obligating funds for projects in these areas. [23 U.S.C. 133(d)(1)(A)(iii) and (d)(3)(B)]
 - *Areas with population of less than 5,000*: The State is to consult with regional transportation planning organizations, if any, before obligating funds for projects in these areas. [23 U.S.C. 133(d)(1)(A)(iv) and (d)(3)(B)]
- The remaining 45% of the State's STBG apportionment may be obligated in any area of the State. [23 U.S.C. 133(d)(1)(B)]

Transferability to and from Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of STBG funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, **[NEW]** Carbon Reduction Program, and **[NEW]** Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to STBG. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)
- However, as under the FAST Act, STBG funds suballocated under 23 U.S.C. 133(d)(1)(A) may not be transferred. [23 U.S.C. 126(b)(1)]
- Funds set aside for Transportation Alternatives may only be transferred after certain conditions are met (See the "Transportation Alternatives" fact sheet for additional information). [§ 11109(b)(2); 23 U.S.C. 126(b)(2)]

Federal Share

- As a general rule, in accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.)

Eligible Activities

- The BIL's STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]
 - Privately-owned, or majority-private owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)];
 - Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];
 - The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];
 - Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];
 - Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];
 - Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
 - Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];
 - Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];
 - Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];
 - Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C. 133(b)(19)];

- Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 U.S.C. 133(b)(21)]
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system; [§ 11109(a)(7); 23 U.S.C. 133(b)(23) and (j)];
- Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];
- Replacement of low-water crossing with a bridge not on a Federal-aid highway [§ 11109(a)(2)(D); 23 U.S.C. 133(c)(4)];
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)]; and
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k)].

Program Features

Except as specified above and below, the BIL continues all requirements that applied to STBG under the FAST Act.

Other projects off of Federal-aid highways

- Allows States to use up to 15% of certain categories of suballocated STBG funds for projects on certain roadways. Under the BIL a State may obligate up to 15 percent of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:
 - roads functionally classified as rural minor collectors or local roads; or
 - critical rural freight corridors designated under 23 U.S.C. 167(e). [§ 11109(a)(6); 23 U.S.C. 133(g)].

Additional Information and Assistance

- For more information about this program, visit: <https://www.fhwa.dot.gov/specialfunding/stp/>.
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.

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U.S. Department of Transportation

Federal Highway Administration

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FACT SHEETS

Transportation Alternatives (TA)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$850 M	\$1.384 B*	\$1.411 B*	\$1.439 B*	\$1.468 B*	\$1.498 B*

*Calculated (sum of estimated individual State Transportation Alternatives apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Statutory Citations

- § 11109; 23 U.S.C. 133(h)

Funding Features

Except as specified above and below, the BIL continues all funding features that applied to Transportation Alternatives under the FAST Act.

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs the Secretary to set aside, for TA, an amount from each State's STBG apportionment. Under the BIL, this amount must be such that—
 - **[NEW]** The national total set aside for TA is equal to 10% of the amount that would otherwise be apportioned for STBG (nationwide) for the fiscal year [§ 11109(b)(1)(A); 23 U.S.C. 133(h)(1)]; and
 - The State's share of this national total is determined by multiplying the national total for TA by the ratio that the State's FY 2009 transportation enhancements (TE) apportionment bore to the total amount of TE funds apportioned to all States in FY 2009. [23 U.S.C. 133(h)(1)(B)];

Suballocation

- Increases to 59% (from 50% under the FAST Act) the portion of TA funds that must be suballocated to areas of the State based on population. [§ 11109(b)(1)(B); 23 U.S.C. 133(h)(2)(A)(i)]
- Allows States to suballocate up to 100% if the State submits a plan that describes how funds will be suballocated, how projects will be selected, and how entities will comply with Federal laws. [§ 11109(b)(1)(B); 23 U.S.C. 133(h)(2)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population over 200,000 obligation authority for use with the suballocated TA funding. [§ 11109(b)(1)(B); 23 U.S.C. 133(e) and (h)(2)(A)]

Set-asides

- Unless the Governor opts out in advance, for each fiscal year FHWA is to set aside for the State's Recreational Trails Program (RTP) an amount of TA funds equal to the State's FY 2009 RTP apportionment. [23 U.S.C. 133(h)(5) and (6), 23 U.S.C. 206] (RTP continues to operate as a separate program.)

Transferability to and from Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of TA funds made available each fiscal year for TA projects in any area of the State to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, [NEW] Carbon Reduction Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to TA. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)
- However, the BIL newly conditions this authority to transfer TA funds on the Secretary first certifying that the State's competitive process for award of TA funding has met certain specified requirements. [§ 11109(b)(2); 23 U.S.C. 126(b)(2)]
- Suballocated funds distributed by population or set aside for RTP are not transferable to other apportioned programs. [23 U.S.C. 126(b)(1)]

Federal Share

- As a general rule, the Federal share for TA is in accordance with 23 U.S.C. 120. However, the Federal share for projects under the RTP set-aside is determined in accordance with 23 U.S.C. 206(f). (See the "Federal Share" fact sheet for additional detail.)
- If the State has adequate financial controls, as certified by the Secretary, to account for the average annual non-Federal share, then—
 - subject to certain requirements, HSIP funds may be used to meet the non-Federal share requirements of safety projects funded under the TA set-aside;
 - the non-Federal share for a project funded under the TA set-aside may be calculated on a project, multiple-project, or program basis; and
 - a Federal share of up to 100% for the cost of an individual TA project may be applied. [§ 11109(b)(1)(H); 23 U.S.C. 133(h)(7)]
- The average annual non-Federal share of the total cost of all TA projects for which funds are obligated in a State for a fiscal year shall be not less than the average non-Federal share of the cost of the projects that would otherwise apply. [§ 11109(b)(1)(H); 23 U.S.C. 133(h)(7)]

Eligible Projects

The BIL continues all existing TA eligibilities, and also adds new eligibility for activities in furtherance of a vulnerable road user safety assessment. [§ 11109(b)(1)(C); 23 U.S.C. 133(h)(3)(C)]

Program Features

Except as specified above and below, the BIL continues all requirements that applied to Transportation Alternatives under the FAST Act.

State and Local Competitive Grant Program

- Requires a State or MPO required to obligate TA funds to develop a competitive process to allow eligible entities to submit projects for funding that achieve program objectives, and this process must include prioritization of project location and impact in high-need areas as defined by the State, such as low-income, transit-dependent, rural, or other areas. [§ 11109(b)(1)(D); 23 U.S.C. 133(h)(4)]
- The BIL expands the range of eligible applicants to include—
 - an MPO that represents an area with a population 200,000 or fewer;
 - any nonprofit entity (FAST Act restricted to nonprofit entities "responsible for the administration of local safety programs"); and
 - a State, at the request of another eligible entity. [§ 11109(b)(1)(D); 23 U.S.C. 133(h)(4)(A)]

Program Administration and Technical Assistance

- The BIL allows States to use up to 5% of available TA funds (after suballocation) to fund staff to administer the program and assist applicants for projects under the program. [§ 11109(b)(1)(F); 23 U.S.C. 133(h)(6)(C)]

Additional Information and Assistance

- For more information about this program, visit: https://www.fhwa.dot.gov/environment/transportation_alternatives/.
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.

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FACT SHEETS

Metropolitan Planning Program (MPP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$358 M	\$438 M*	\$447 M*	\$456 M*	\$465 M*	\$474 M*

*Calculated (sum of estimated individual State Metropolitan Planning Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Statutory Citations

- § 11201; 23 U.S.C. 134

Funding Features

Except as specified above and below, BIL continues all funding features that applied to Metropolitan Planning (PL) funding funder the FAST Act.

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State’s PL apportionment is calculated based on a ratio specified in law. [23 U.S.C. 104(b)(6)] (See “Apportionment” fact sheet for a description of this calculation)
- The State DOT is then required to make the PL funds available to metropolitan planning organizations (MPOs) in accordance with a formula developed by the State DOT and approved by the FHWA. [23 U.S.C. 104(d)]

Set-aside for Increasing Safe and Accessible Transportation Options

- The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages

and abilities. [§ 11206(b)]

- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]
- For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

Transferability to Other Federal-aid Apportioned Programs

- The BIL continues to prohibit transfer of PL funds to other apportioned programs. [23 U.S.C. 126(b)(1)]

Federal Share

- As a general rule, in accordance with 23 U.S.C. 120. (See the “Federal Share” fact sheet for additional detail.)
- For activities funded by the set-aside for Increasing Safe and Accessible Transportation Options (see above), the BIL provides for a Federal share of 80%, unless the Secretary determines that the interests of the Federal-aid Highway Program would be best served by decreasing or eliminating the non-Federal share. [§ 11206(d)]

Travel Demand Data and Modeling

- The BIL requires the Secretary to—
 - carry out a study that gathers travel data and travel demand forecasts from a representative sample of States and MPOs and compares travel demand forecasts with observed data; and to use this information to develop best practices or guidance for States and MPOs to use in forecasting travel demand for future investments in transportation improvements; [§ 11205(b)(1)]
 - seek opportunities to support States’ and MPOs’ transportation planning processes by providing data to improve the quality of transportation plans, models, and travel demand forecasts; and [§ 11205(b)(2)]
 - develop, and make publicly available, a multimodal web-based tool to enable States and MPOs to evaluate the effect of highway and transit investments on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable. [§ 11205(b)(3)]

Other Program Features

Except as specified above and below, BIL continues all requirements that applied to the Metropolitan Planning Program under the FAST Act.

Fiscal Constraint on Long-range Plans

- The BIL requires the United States Department of Transportation to amend Federal regulations to define a metropolitan transportation plan’s outer years as beyond the first four years. [§ 11202; 23 CFR 450.324(f)(11)(v)]

Representation

- The BIL requires an MPO that serves an area designated as a transportation management area, when designating officials or representatives for the first time and subject to the MPO’s bylaws or enabling statute, to consider the equitable and proportional representation of the population of the metropolitan planning area. [§ 11201(a)(1); 23 U.S.C. 134(d)(3)(D)]

Designation of More Than One MPO in an Urbanized Area

- The BIL changes an existing requirement such that more than one MPO may be designated within an existing urbanized area (as opposed to within a metropolitan planning area under the FAST Act) only if the Governor and the existing MPO determine that the size and complexity of the area make such a designation for the area appropriate. [§ 11201(a)(1)(B); 23 U.S.C. 134(d)(7)]
- If more than one MPO is designated within an urbanized area, the BIL requires the MPOs to—
 - consult with the other MPOs designated for the area and the State in coordination of plans and transportation improvement plans (TIPs) required by 23 U.S.C. 134; and [§ 11201(a)(2); 23 U.S.C. 134(g)(1)]
 - ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand, while clarifying that they are not required to jointly develop planning documents, including a unified long-range transportation plan or unified TIP. [§ 11201(a)(2); 23 U.S.C. 134(g)(4) and (5)]

Public Participation

- The BIL allows MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process. [§ 11201(a)(3); 23 U.S.C. 134(i)(6)(D)]

Housing Coordination

- The BIL makes several changes to include housing considerations in the metropolitan transportation planning process, including—
 - updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connecting housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)]
 - adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)]
 - requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)]
 - adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)]
 - adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]
 - within a metropolitan planning area that serves a transportation management area, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a housing coordination plan. [§ 11201(d)(5); 23 U.S.C. 134(k)]

Additional Information and Assistance

- For more information about this program, visit the FHWA Planning webpage: <https://www.fhwa.dot.gov/planning/index.cfm>
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.

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On August 10, 2021, the U.S. Senate overwhelmingly passed the Infrastructure Investment and Jobs Act (IIJA), a \$1.2 trillion infrastructure bill negotiated by the Biden Administration and a bipartisan group of senators. Nineteen Republican Senators joined 50 Democrats to pass the bill and send it to the House of Representatives.

On November 5, the House passed the IIJA without amendment and sent the bill to President Biden to be signed into law. Thirteen House Republicans joined 215 Democrats to pass the bill. On November 15, 2021, President Biden signed the IIJA into law – PL 117-58.

The IIJA includes a 5-year surface transportation bill. The highway provisions are based on the 5-year highway bill approved by the Senate Environment and Public Works Committee earlier in 2021. The rail and safety provision are based on the 5-year bill approved by the Senate Commerce Committee earlier in 2021.

Bill text can be found here .	Estimated Highway Formula Apportionments, click here .
Estimated Transit Formula Funding, click here .	Total 5-year Estimated Highway Formula Apportionments (does not include Bridge, EV, Ferry, or Appalachian programs), click here .

The IIJA provides \$550 billion in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs. When added to baseline spending, the bill provides \$567 billion in guaranteed transportation funding over five years. Additional funding also may be provided to several programs through the annual appropriations process.

\$274 billion of the \$550 was included for USDOT in the bill:

- \$89.8 billion was used to allow increased Highway Trust Fund contract authority over the 5-year period 2022-2026
- \$184.1 billion is provided in direct appropriations (not just for highways and transit and safety, but for railroads and airports and multimodal grants and ports), to be released in five equal installments on October 1 of each year for the next five years

IIJA Guaranteed Transportation Funding (HTF + Advanced Appropriations) Over 5 Years		Amount
HTF Baseline Funding [Last year of the FAST Act \$58.7B x 5 years]		\$293.5B
New IIJA spending		\$274.0B
Total		\$567.5B



MPO Funding and Related Programs

MPO Highway PL Funding

2021 (FAST Act)	2022	2023	2024	2025	2026
\$358M	\$438M	\$447M	\$456M	\$465M	\$474M

MPO Transit PL Funding

2021 (FAST Act)	2022	2023	2024	2025	2026
\$107M	\$184.6M	\$188.5M	\$193.4M	\$197.4M	\$202.4M

Surface Transportation Block Grant Program

2021 (FAST Act)	2022	2023	2024	2025	2026
\$11.228 B	\$13.835B	\$14.112B	\$14.394B	\$14.7B	\$15B

Transportation Alternatives Program (set-aside from STBGP)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$850M	\$1.384B	\$1.411B	\$1.439B	\$1.468B	\$1.498B

Total Guaranteed Funding by Agency/Mode (totals rounded)							
	2021 (FAST Act)	2022	2023	2024	2025	2026	Total IJA
FHWA/Highways	\$49B	\$68B	\$69B	\$70B	\$72B	\$73B	\$351.3B
NHTSA/Safety	\$1B	\$1B	\$1B	\$1B	\$1B	\$1B	\$6.7B
FMCSA/Safety	\$676M	\$1B	\$1B	\$1B	\$1B	\$1B	\$5.1B
FTA/Transit	\$13B	\$18B	\$18B	\$18.8B	\$19B	\$19B	\$91.1B
Office of the Secretary (Grant Programs)		\$4B	\$4B	\$4B	\$4B	\$4B	\$19.2B
FRA/Rail	\$3B	\$13B	\$13B	\$13B	\$13B	\$13B	\$66B

FAA/Airports	NA	\$5B	\$5B	\$5B	\$5B	\$5B	\$25B
MARAD/Ports	NA	\$675M	\$650M	\$650M	\$650M	\$650M	\$3B
PHMSA/Pipeline Safety							
Total	\$67B	\$110B	\$112B	\$115B	\$115B	\$117B	\$567.5B

NEW Highway Formula Programs (amounts are rounded)						
	2022	2023	2024	2025	2026	Total IJA
Carbon Reduction Program	\$1.2B	\$1.3B	\$1.3B	\$1.3B	\$1.3B	\$6.4B
PROTECT/Resiliency	\$1.4B	\$1.4B	\$1.5B	\$1.5B	\$1.5B	\$6.4B
Bridge Program	\$5.5 B	\$5.5B	\$5.5B	\$5.5B	\$5.5B	\$27.5B
EV Charging	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B

Highway Grant Programs (HTF + Advanced Appropriations) – Guaranteed Funding Reference page 11 details							
	2021	2022	2023	2024	2025	2026	Total IJA 2022-2026
NEW Bridge Investment Program	\$0.0	\$2.447B	\$2.487B	\$2.497B	\$2.522B	\$2.547B	\$12.5B
NEW Congestion Relief	\$0.0	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
NEW Charging & Refueling	\$0.0	\$300M	\$400M	\$500M	\$600M	\$700M	\$2.5B
NEW Rural Surface Transportation Program	\$0.0	\$300M	\$350M	\$400M	\$450M	\$500M	\$2B
NEW PROTECT/Resiliency	\$0.0	\$250M	\$250M	\$300M	\$300M	\$300M	\$1.4B
NEW Reduce Truck Emissions at Ports	\$0.0	\$80M	\$80M	\$80M	\$80M	\$80M	\$400M
Nationally Significant Federal Lands & Tribal Projects	\$0.0	\$55M	\$55M	\$55M	\$55M	\$55M	\$275M

INFRA Grants	\$1B	\$1.640B	\$1.640B	\$1.640B	\$1.540B	\$1.540B	\$8B
NEW National Infrastructure Project Assistance	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
Local and Regional Project Assistance (RAISE, BUILD, TIGER)	\$1B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$7.5B
NEW Safe Streets Program	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
NEW Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$0.0	\$100M	\$100M	\$100M	\$100M	\$100M	\$500M
NEW Wildlife Crossings Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M
NEW Reconnecting Communities Pilot Program	\$0.0	\$195M	\$198M	\$200M	\$202M	\$205M	\$1B
Appalachian Development Highway System	\$0.0	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.250B
NEW Prioritization Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M



Program Policy Changes

Subtitle B – Planning and Performance Management

Metro planning (Sec. 11201)

- When designating officials or representatives, for the first time, the MPO shall consider the equitable and proportional representation of the population in the metro planning area
- “Existing metropolitan planning area” is replaced with “existing” or “the area”
- MPOs designated in the same urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand. Nothing in the section requires MPOs to jointly develop planning documents, including a unified long-range transportation plan or unified TIP
- In developing the plan, MPOs may use social media and other web-based tools to drive public participation
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For TMAs, the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization

Fiscal Constraint on Long-Range Plans – (Sec. 11202)

- The Secretary shall update the regulation to ensure that the outer years of the plan are defined as “beyond the first 4 years.” This would retain fiscal constraint on the first four years but provide more fiscal flexibility beyond those years

Prioritization Process Pilot Program (Sec. 11204)

- The Secretary shall establish and solicit applications for a prioritization process pilot program. The purpose of the pilot program is to support data-driven approaches to planning that, on completion, can be evaluated for public benefit.
- MPOs and states are eligible to participate in the pilot
- The program would assess and score projects and use those scores to guide project selection in the plan and TIP
- The program would ensure the public had opportunities to participate and offer comment

Travel Demand Data and Modeling (Sec. 11205)

- The Secretary shall carry out a study that gathers travel data and travel demand forecasts from states and MPOs to develop best practices or guidance to use in forecasting travel demand for future investments, to evaluate investments, and other purposes
- The Secretary shall develop a publicly available, multimodal, web-based tool for the purpose of enabling states and MPOs to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the state or area served by the metropolitan planning organization

Increasing Safe and Accessible Transportation Options (Sec. 11206)

- MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals
- The Secretary may increase the Federal share above 80%
- States and MPOs may opt out of the requirement if they can demonstrate, not later than 30 days after the Secretary apportions funds, that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan

Subtitle A – Surface Transportation**Apportionments of Highway Funding (Sec. 11101)**

- Provides \$351 billion for highways over five years from the Highway Trust Fund, with \$307 billion provided as formula apportionments to states
- States continue to receive a 95% return on their contributions to the Highway Account of the HTF as of July 1, 2019
- States are guaranteed a 2% increase in their apportionment over FY 2021 levels, with a 1% increase in each of the subsequent years
- Formulas do not use the most recent census data

Obligation Ceiling (Sec. 11102)

- Sets each fiscal year's Federal highway and safety construction limitation on spending from the HTF

Apportionments (Sec. 11104)

- Establishes annual apportionments of contract authority

National Highway Performance Program (Sec. 11105)

- Adds new eligibilities for resiliency projects and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events such as flooding, or other natural disasters

Railway-Highway Crossings (Sec. 11108)

- Continues the \$245 million set-aside from the safety program each year and broadens the use of funds for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. The Federal share increases from 90% to 100%

Surface Transportation Block Grant Program (Sec. 11109)

- 55% of the STBGP will be suballocated each year (same as in current law)
- States shall establish a consultation process for non-TMA MPOs to describe how STBGP funds will be allocated equitably among the MPOs over the next five years
- Expands eligibility to include electric charging, vehicle to grid infrastructure, and cybersecurity measures

- Increases the off-system bridge set-aside from 15% to 20%
- The Transportation Alternatives Program is now a 10% set-aside of the STBGP, versus a fixed cap in the past, which will provide roughly \$1.4 billion per year. Priority shall be given to project location and impacts in high-need areas such as low-income, transit-dependent, or rural areas

Transportation Alternatives Program (Sec. 11109)

- 10% of a State's STBGP is set aside for TAP
- 59% of the set-aside is suballocated by population. 100% may be suballocated to locals (counties, MPOs, RTPOs) with approval of the Secretary if certain conditions are met
- Expands the list of eligible projects like safe routes to school and vulnerable road user safety
- Makes clear MPOs under 200,000 are eligible entities for TAP grants
- MPOs over 200,000 that run the competition shall select projects to award funding for, in consultation with the state. Priority shall be given to projects located in high-need areas such as low-income, transit-dependent, rural, or other similar locations
- Federal share under TAP may be higher on some projects as long as the annual non-federal share of the total cost of all projects, in a fiscal year, is not less than the average non-federal share that would otherwise apply
- Safety funding under Highway Safety Improvement Program (HSIP) may be used as the non-federal for safety projects eligible under HSIP. Total federal share may be up to 100%
- Limits a state ability to transfer any TAP funds unless the state certifies it held a competition, offered each eligible entity technical assistance in applying, and demonstrates there were not enough applications

Nationally Significant Freight and Highway Projects (Sec. 11110)

- See competitive grant programs below

Highway Safety Improvement Program (Sec. 11111)

- Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects and allows a state to spend up to 10% of its Highway Safety Improvement Program (HSIP) funding on such projects
- Creates a Vulnerable Road User Assessment plan, that is an assessment of the safety performance of the State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users. Must be integrated into the existing State Strategic Highway Safety Plan. MPOs shall be consulted
- Requires states to expend additional HSIP funds when fatalities of vulnerable road users exceed prescribe thresholds – specifically when total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state

National Highway Freight Program (Sec. 11114)

- Increases the maximum number of highway miles a state may designate as critical rural freight corridors and as critical urban freight corridors (urban designation increase from 75 miles to 150 miles)
- Increases the percent of program funds that may be used for eligible multimodal projects from a 10% cap to a 30% cap, and adds lock, dam, and marine highway projects as eligible if the projects that are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions

CMAQ (Sec. 11115)

- Expands eligibility to shared micro mobility, to purchase the replacement of diesel engines, the purchase of medium or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing
- Priority funding is given to projects in non-attainment or maintenance areas for fine particulate matter in minority populations or low-income populations living in, or immediately adjacent to, such area

Bridge Investment Program (Sec. 11118)

- MPOs over 200,000 are eligible for grants
- See competitive grant programs below

Safe Routes to Schools (Sec. 11119)

- Codifies the Safe Routes to School program in law
- The Secretary shall establish and carry out the program - to enable and encourage children to walk and bike to school

Wildlife Crossing Safety Pilot Program (Sec. 11123)

- \$350 million over five years
- These are grants for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improving habitat. The Secretary shall establish a wildlife crossing pilot program to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species

Rural Surface Transportation Grant Program (Section 11132)

- See competitive grant programs below

Updates To Manual on Uniform Traffic Control Devices (Sec. 11135)

- Allows counties to determine local roadway design. The MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice
- The IIJA also creates new standards to facilitate the rollout of EV charging stations
- Requires USDOT to update the MUTCD. The required update will provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It also incorporates recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated

Subtitle C – Project Delivery

Codification of One Federal Decision – The bill provides new environmental review procedures and requirements for major projects. USDOT is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents are limited to 200 pages unless a review is of unusual scope and complexity. It expands the use of categorical exclusions to facilitate project delivery.

National Environmental Policy Act Of 1969 Reporting Program - Directs the Secretary to carry out a process to track, and annually submit to the Congress a report containing time to complete the NEPA process for an environmental impact statement and an environmental assessment.

Early Utility Relocation Prior to Transportation Project Environmental Review - Amends the law to allow reimbursement with highway funds for an “early utility relocation project” (defined as those relocation activities identified by the state for performance prior to completion of environmental review for the transportation project). For such reimbursement to occur, the early utility relocation project must subsequently be incorporated into a larger, authorized transportation project. In addition to the requirements for reimbursement, it also outlines requirements for utility relocation prior to completion of environmental review, including that the early utility relocation project did not influence the environmental review process.

Subtitle D – Climate Change

Grants for Charging and Fueling Infrastructure (Sec. 11401)

- See competitive grant programs below

Carbon Reduction Program (Sec. 11403)

- Formula funding to states for projects that reduce GHG emissions from transportation
- Projects include CMAQ, public transportation, technology improvements, streetlights/traffic control, development of carbon reduction strategies, EV charging, and many other projects aimed at reducing carbon
- Not later than 2 years after the date of enactment a State, in consultation with any MPO designated within the State, shall develop a carbon reduction strategy - updated every 4 years
- 65% percent of the funds are suballocated by population similar to the STBGP. Funds may be obligated in the metro area that encompasses the urbanized area
 - States are required to obligate areas over 50,000 based on the relative population of the areas unless the state and MPOs are granted permission by the Sec use other factors
 - The State is required to coordinate with non-TMA MPOs prior to determining which activities should be carried out under the project
 - States are required to make obligation authority available in urbanized areas over 50,000. Each State, each affected metropolitan planning organization, and the Secretary shall jointly ensure compliance

Congestion Relief Program (Sec. 11404)

- See competitive grants program below

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (Sec. 11405)

- The program would provide funding for resilience improvements through formula funding distributed to States and competitive planning grants
 - Planning grants/100% federal share - to enable communities (MPOs eligible for grants for developing a resilience improvement plan) to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities
 - The non-federal share of projects can be decreased 7% if the State or MPO develop a resiliency improvement plan and prioritize the projects on the plan
 - The non-federal share of projects can be decreased by an additional 3% if the State or MPO incorporate the resiliency improvement plan into the MPO plan or statewide long-range plan.
 - Resiliency improvement grants – construction grants to improve resiliency
 - Community Resilience and Evacuation grants – for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
 - At-Risk Coastal Infrastructure grants – resiliency grants for coastal infrastructure
- There is no requirement for an MPO or a State to develop a resiliency improvement plan

Healthy Streets Program (Sec. 11406)

- See competitive grants program below.

Subtitle E - Miscellaneous

Reconnecting Communities (Sec. 11509)

- See competitive grants program below

Report on Air Quality Improvements (Sec. 11516)

- Not later than 3 years GAO shall submit a report to Congress that evaluates the congestion mitigation and air quality improvement program

Active Transportation Infrastructure Investment Program (Sec. 11529)

- \$1 billion general fund authorization subject to future appropriations
- The Secretary shall make grants to eligible organizations to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine
- Eligible grantees include a local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council; a multicounty special district; a State; a multistate group of governments; or an Indian tribe
- The Federal share is 80% but can be up to 100% in disadvantaged communities
- Not less than \$3 million each year shall be set-aside for planning grants

TITLE II—Transportation Infrastructure Finance and Innovation

Transportation Infrastructure Finance and Innovation (TIFIA) (Sec. 12001)

- Extends the period during which contingent commitments under a master credit agreement must result in a financial close from 3 years to 5 years
- Expands the definition of a project to economic development, including commercial and residential development under certain conditions and subject to a letter of interest prior to September 30, 2026. Up to 15% of TIFIA may be used for Transit Oriented Development projects
- Adds airport-related projects, subject to a letter of interest prior to September 30, 2025. Up to 15% of TIFIA may be used for such airport projects
- Adds the acquisition of plant and wildlife habitat, pursuant to a conservation plan, as an eligible project under TIFIA.
- Applicants must have an “investment-grade rating” to satisfy the creditworthiness test. Current law simply requires a “rating” from two rating agencies
- Raises the dollar threshold for securing multiple credit rating agency opinions from \$75 million to \$150 million
- Requires the Secretary to provide applicants with an estimate of the timeline of application approval or disapproval and, to the maximum extent practical, such estimate shall be less than 150 days from the submission of a letter of interest
- Provides for a separate loan maturity date for capital assets with an estimated life of more than 50 years
- Extends the authorization of the State Infrastructure Bank program through fiscal year 2026

Highway Competitive Grant Programs

Nationally Significant Freight and Highway Projects (INFRA Grants)

\$8 billion over five years

- Expands the eligibility to projects for wildlife crossings, projects connected to border crossings that increase throughput at the border, marine highway projects, projects to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species
- 30% of the awards may be used for freight intermodal or freight rail projects, or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- Non-federal funds may be obligated early and be credited towards the non-federal share
- Sets aside \$150 million per year for a state incentives pilot program. A priority shall be given to applications offering a greater non-federal share of the cost relative to other applications in the program. Applications under the pilot cannot exceed 50% federal share. Applicants may not use other federal resources as non-federal share except that TIFIA loans may be used as non-federal share if the loan is paid with non-federal sources. 10% is reserved for small projects. 25% is reserved for rural projects

NEW National Infrastructure Project Assistance

\$5 billion over five years

- The program provides competitive grants agreements for large surface transportation projects in several modes, including passenger rail, via single-year or multi-year grant agreements

Local and Regional Project Assistance (RAISE, BUILD, TIGER)

\$7.5 billion over five years

- The bill retains the limits on grant sizes but increases the maximum share of funding that can go to a single state in a year from 10% of the total funding to 15%. The federal cost share would be kept at a maximum of 80%, except that it could increase to 100% for a rural project or a project in a disadvantaged or persistently poor area

NEW Bridge Investment Grants

\$12.5 billion over five years

- The program would provide grants to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Bundled projects are permitted, as well as replacing or rehabilitating culverts to improve flood control and improving habitat connectivity for aquatic species

NEW Grants for Charging and Fueling Infrastructure

\$2.5 billion over five years

- The program would provide grants to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors

NEW Rural Surface Transportation***\$2 billion over five years***

- This program provides grants, on a competitive basis, to improve and expand the surface transportation infrastructure in rural areas. A grant under the program shall be at least \$25 million and the Federal share shall be at least 80% and up to 100% for projects on the Appalachian Development Highway System

NEW Congestion Relief***\$250 million over five years***

- The programs would provide competitive grants to states, local governments, and metropolitan planning organizations for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The Secretary may allow the use of tolls on interstate highways in not more than 10 urbanized areas

NEW Healthy Streets***\$500 million (subject to future appropriations)***

- The Secretary shall establish a discretionary grant program to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users

NEW Safe Streets for all Users***\$5 billion over five years***

- Grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives

NEW Strengthening Mobility and Revolutionizing Transportation (SMART)***\$500 million over five years***

- This grant program funds demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety

NEW Truck Emissions at Ports***\$400 million over five years***

- This grant program funds projects that reduce emissions at ports, including through the advancement of port electrification

NEW National Culvert Removal, Replacement, and Restoration***\$1 billion over five years***

- This program provides grants for projects to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include infrastructure to facilitate fish passage around or over the weir; and weir improvements

NEW Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

\$7.3 billion over five years (formula); \$1.4 billion (grants)

- Establishes a formula and competitive grant program to help states improve the resiliency of transportation infrastructure. Each state must use 2% of its formula funds for planning
- States may not use more than 40% for construction of new capacity and may not use more than 10% for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Highway, transit, and ports projects are eligible
- Grants may be used for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects

NEW Reconnecting Communities Pilot

\$1 billion over five years

- Provides funding for projects to restore community connectivity. The Secretary may award construction grants to the owner of a facility to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.
- MPOs are eligible for both planning and construction grants.

Public Transportation

The IIJA provides \$106 billion in new transit infrastructure spending over a five-year period. \$69.9 billion would be provided over five years from the Mass Transit Account of the Highway Trust Fund (HTF). Included in the NEW funding, the IIJA provides an additional \$21.25 billion of funding to the transit program over the five years. The tables below depict comparisons between FAST Act and IIJA funding levels and notable capital program changes.

	2021	2022	2023	2024	2025	2026	2027
Formula	\$10.8B	\$15.4B	\$15.7B	\$16B	\$16.3B	\$16.7B	\$80B
Urbanized Area Formula	[\$5B]	[\$6.4B]	[\$6.5B]	[\$6.7B]	[\$6.9B]	[\$7B]	[\$33.5B]
State of Good Repair	[\$2.7B]	[\$4.5B]	[\$4.5B]	[\$4.6B]	[\$4.7B]	[\$4.8B]	[\$23.1B]
Competitive Bus	[\$414M]	[\$376M]	[\$383M]	[\$394M]	[\$402M]	[\$412M]	[\$2B]
Low-No Emission Buses	[\$180M]	[\$1.121B]	[\$1.123B]	[\$1.125B]	[\$1.127B]	[\$1.129B]	[\$5.625B]
Capital Investment Grants Account	\$2B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$8B
New Starts	[\$1.2B]	[\$880M]	[\$880M]	[\$880M]	[\$880M]	[\$880M]	[\$4.4B]
Core Capacity	[\$525M]	[\$320M]	[\$320M]	[\$320M]	[\$320M]	[\$320M]	[\$1.6B]
Small Starts	[\$200M]	[\$240M]	[\$240M]	[\$240M]	[\$240M]	[\$240M]	[\$1.2B]
Expedite Project Delivery	[\$100M]	[\$160M]	[\$160M]	[\$160M]	[\$160M]	[\$160M]	[\$800M]
All Stations Accessibility Program (Upgrades to Legacy Fixed Guideway Assets)	\$0.0	\$350M	\$350M	\$350M	\$350M	\$350M	\$1.750B
FTA Electric or Low-Emission Ferry Program	\$0.0	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
Ferry Service for Rural Communities	\$0.0	\$200M	\$200M	\$200M	\$200M	\$200M	\$1B

Metropolitan Transportation Planning (Sec. 30002)

- Makes same changes to MPO planning that was done in the highway section

Planning Programs (Sec. 30004)

- Allows for increased federal share for planning funds under FTA if the Secretary determines it is in the interests of the Government or activities carried out in an urbanized or rural area with lower population density or low average income levels

Fixed Guideway Capital Investment Grants (Sec. 30005)

- \$8 billion guaranteed over five years, \$15 billion is authorized subject to future appropriations
- The bill raised Small Start thresholds to no more than \$150 million in CIG funds from \$100 million and total net capital cost of less than \$400 million from \$300 million
- The bill expands the use of warrants for project justification to include projects with more than \$100 million in CIG funding
- Requires FTA to determine that the CIG applicant has made progress toward meeting the applicant's Transit Asset Management performance targets
- The bill removes the Program of Interrelated Projects subsection and adds a new subsection on Bundling (future and immediate) of projects
- The bill makes NEPA costs eligible to be included in net capital costs of the project

Formula Grants for Rural Areas (Sec. 30006)

- Rural formula funding has grown by \$1.4 billion from \$3.2 billion in FAST to \$4.6 billion in the IIJA. The rural set-aside requirement in the competitive Bus program has increased from 10% to 15%

State of Good Repair Grants (Sec 30016)

- \$23 billion over five years - \$21 billion Formula; \$1.5 billion Competitive
- The bill provides significant increase to the State of Good Repair Program which is a priority of the Administration and industry
- The bill adds new competitive grant program for Rail Vehicle Replacement

Grants for Buses and Bus Facilities (Sec. 30018)

- \$5.16 billion over five years - \$3.16 billion Formula; \$2 billion Competitive
- The bill requires competitive grant applicants for zero emission vehicles to submit a fleet zero emission transition plan
- The bill requires that five percent of competitive grant funds related to zero emission vehicles or infrastructure be used to address workforce development training or certification that a smaller percentage is needed
- **FTA Low or No Emission (LONO) Competitive Grants \$5.6 billion over five years**
- Funds the purchase or lease of low or no emission vehicles as well as related equipment or facilities

New Funding - Appropriations

The IIJA includes a new All Stations Accessibility Program that is funded at \$1.75 billion over five years to assist legacy rail fixed guideway public transportation systems with increasing the number of existing rail stations that meet or exceed the construction standards of the Americans with Disabilities Act of 1990.

Rail

Amtrak Northeast Corridor

\$6 billion over five years

(Also includes an additional \$6.57 billion General Fund authorization subject to future appropriations.)

- The bill language specifies that the funding is only available “for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure”
- Amounts under the program may be used by Amtrak to fund, in whole or in part, the capital costs of Northeast Corridor capital renewal backlog projects, including the costs of joint public transportation and intercity passenger rail capital projects. The money may be treated as the non-federal share of NEC projects selected for award under the Federal-State Partnership for Intercity Passenger Rail grants program (see below)
- Funds are available until expended

Amtrak National Network

\$16 billion over five years

(Also includes an additional \$12.65 billion General Fund authorization subject to future appropriations.)

- The general purpose for this appropriation is the same as for the NEC section
- Set-asides from the money include \$3 million per year for the State-Supported Route Committee, \$3 million per year for interstate rail compact grants, and \$50 million per year for the FRA’s rail restoration and enhancement grant There is also a requirement that some of the money be used to carry out the daily long-distance service study included in the bill
- Funds are available until expended

Federal-State Partnership for Intercity Passenger Rail

\$36 billion over five years

(Also includes an additional \$7.5 billion General Fund authorization subject to future appropriations.)

- Not more than \$24 billion of the amounts made available over the five years shall be for projects for the Northeast Corridor
- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR
- The program establishes a “phased funding agreement” process, similar to letters of intent or the current FTA full funding grant agreement, that makes not-legally-binding promises for funding that has not yet been made
- These funds are available until expended
- The types of projects that can be funded by the \$36 billion have been drastically expanded to now include:
 - Projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair

- Projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary
- Projects to expand or establish new intercity passenger rail service
- Groups of related projects described in the above three bullets
- Planning, environmental studies, and final designs for a project or group of projects described in the above four bullets

NEW Railroad Crossing Elimination

\$3 billion over five years

This program makes grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Of each fiscal year's funding, at least 20% must go to projects in rural or tribal areas

CRISI (Rail Grants)

\$5 billion over five years

The bill expands eligible entities to include an association representing one or more railroads and Tribes. It expands the list of eligible projects – measures to prevent trespassing, research, and development to advance rail projects (including MAGLEV), emergency plans for communities where hazardous materials are transported by rail, and others

Airports

Facilities and Equipment

\$5 billion over five years

This program is for the FAA for the following projects: Replacing terminal and enroute air traffic control facilities; Improving air route traffic control center and combined control facility buildings; Improving air traffic control enroute radar facilities; Improving air traffic control tower and terminal radar approach control facilities; National airspace system facilities OSHA and environmental standards compliance; Landing and navigational aids; Fuel storage tank replacement and management; Unstaffed infrastructure sustainment; Real property disposition; Electrical power system sustain and support; Energy maintenance and compliance; Hazardous materials management and environmental cleanup; Facility security risk management; Mobile asset management program, and Administrative expenses, including salaries and expenses, administration, and oversight

Airport Infrastructure Program (AIP)

\$15 billion over five years

- Funds are for airport related activities under current law
- Of the \$3 billion per year, \$2.48 billion will be for primary airports and certain cargo airports
- Reduced apportionments under law shall not apply
- Apportionment to airports follow current law, but there is no maximum apportionment
- Any remaining funds will be distributed to all primary airports based on passenger enplanements
- \$500 million of the annual \$3 billion shall be for general aviation airports and commercial service airports that are not primary airports
- \$20 million of the \$3 billion shall be for competitive grants to sponsors of airports in the contract tower program and contract tower cost share program

- None of the funding made available may be used to pay for airport debt service
- Obligation of funds shall not be subject to any limitations on obligations under and previous appropriations bills
- The bill applies the current federal share

NEW Airport Terminal

\$5 billion over five years

- Funding for competitive grants shall be divided as follows:
 - 55% for large hubs
 - 15% for medium hubs
 - 20% for small hubs
 - 10% for non-hub and non-primary airports
- In awarding grants for terminal development projects, the Secretary may consider projects that qualify as “terminal development” (including multimodal terminal development), projects for on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower
- The Secretary shall give consideration to projects that increase capacity and passenger access; projects that replace aging infrastructure; projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities; projects that improve airport access for historically disadvantaged populations; projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; projects that improve airfield safety through terminal relocation; and projects that encourage actual and potential competition
- 80% federal share for large and medium hubs. 95% federal share for small and non-hub, and non-primary airports
- The Secretary shall provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and the Secretary shall prioritize projects that have received partial awards

Broadband

The bipartisan infrastructure plan invests \$65 billion to address broadband infrastructure.

Grants to states for deployment: \$42.45 billion

- This funding supports a formula-based grant program to states, territories and the District of Columbia for the purposes of broadband deployment
- The program does not favor particular technologies or providers
- Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second
- The funding includes 10% set-aside for high-cost areas and each state and territory receives an initial minimum allocation, a portion of which could be used for technical assistance and supporting or establishing a state broadband office
- To increase affordability, all funding recipients must offer a low-cost plan
- States would be required to have plans to address all of their unserved areas before they are able to fund deployment projects in underserved areas. After both unserved and underserved areas are addressed, states may use funds for anchor institution projects

Private Activity Bonds (PABs): \$600 million

- Based off the Rural Broadband Financing Flexibility Act (S.1676) this provision allows states to issue PABs to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband
- Additional Support for Rural Areas: \$2 billion
- The provision includes supports for programs administered by the U.S. Department of Agriculture, including the ReConnect Program, that provide loans and grants (or a combination of loans and grants) to fund the construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas

“Middle Mile”: \$1 billion

- This provision would create a grant program for the construction, improvement, or acquisition of middle-mile infrastructure. Eligible entities include telecommunications companies, technology companies, electric utilities, utility cooperative, etc. The “middle mile” refers to the installation of a dedicated line that transmits a signal to and from an internet Point of Presence. Competition of middle-mile routes is necessary to serve areas, reducing capital expenditures, and lowering operating costs

Tribal Grants: \$2 billion

- This provision will provide additional funding to the Tribal Broadband Connectivity Program, which was established by the December COVID-19 relief package and is administered by NTIA. Grants from this program will be made available to eligible Native American, Alaska Native and Native Hawaiian entities for broadband deployment as well as for digital inclusion, workforce development, telehealth, and distance learning

Inclusion: \$2.75 billion

- Includes the Digital Equity Act. This legislation establishes two NTIA-administered grant programs (formula-based and competitive) to promote digital inclusion and equity for communities that lack the skills, technologies and support needed to take advantage of broadband connections. It also tasks NTIA with evaluating digital inclusion projects and providing policymakers at the local, state, and federal levels with detailed information about which projects are most effective

Affordability: \$14.2 billion

- This provision creates a sustainable Affordable Connectivity Benefit to ensure low-income families can access the internet.
- The program provides a \$30 per month voucher for low-income families to use toward any internet service plan of their choosing.
- It builds on the Emergency Broadband Benefit, making the benefit permanent and expanding eligibility to help more low-income households, while also making it more sustainable for taxpayers

Water Infrastructure

Drinking Water and Wastewater Infrastructure Act (DWWIA). Includes the bipartisan, Senate passed Drinking Water and Wastewater Infrastructure Act of 2021, which authorized over \$35 billion in water infrastructure investments over 5 years. The bipartisan infrastructure bill also authorizes an additional \$13.825 billion over 5 years for the Drinking Water and Clean Water State Revolving Funds (SRFs).

- \$23.426B split evenly between the Drinking Water and Clean Water SRFs. Federal capitalization grants for state drinking and wastewater infrastructure investments
- \$15B to address lead service lines. Funds will be allocated to the Drinking Water State Revolving Fund (DWSRF) to replace lead service lines, with 49% of the funding distributed by the states as forgivable loans or grants
- \$10B to address per- and polyfluoroalkyl substances (PFAS). Funding is directed through a grant program for small and disadvantaged communities, as modified by DWWIA, with additional flexibility (\$5B); the emerging contaminants program with a focus on PFAS in the Drinking Water SRF (\$4B); and the Clean Water SRF to address emerging contaminants (\$1B)
- \$2.5B to fully fund all currently authorized Indian Water Rights Settlements. Provides \$2.5 billion for the Department of Interior to complete all currently authorized Indian water rights settlements. The legislation also allows these funds to meet funding requirements for settlements for grant programs administered by the Bureau of Reclamation or Bureau of Indian Affairs
- \$1.8B to Indian Health Service Sanitation Facilities Construction. \$1.8 billion from the Water Working Group will be added to \$1.7 billion from the Resiliency Working Group, for a combined total of \$3.5 billion in IHS sanitation facilities. This will help connect communities and residences to drinking and sewer water systems
- \$1.274B on Tax Treatment for Water/Sewer Utilities. Prior tax law treated donations of funds or other resources from governments, civic groups, or developers to facilitate construction or remediation of water or sewer infrastructure as non-taxable to water and sewer utility companies. Current law requires these “contributions to capital” be counted as taxable revenue. This proposal restores the deduction

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 2/16/2022; ITEM II.C.

OTO 2023-2027 Recommended STIP Project List

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year following the OTO annual project prioritization, MoDOT works to develop cost estimates for projects to work toward programming said projects. Once estimates are developed and the amount of available funding is projected, local MODOT staff works with the Technical Planning Committee to determine the best and most feasible projects to program with available funds.

This year is an exciting year with additional funding projected from the Bipartisan Infrastructure Law and the increased motor fuel fee in Missouri. This funding has provided the region with the opportunity to recommend additional projects for programming in the STIP.

Two meetings were held in January 2022 to discuss projects. The resulting document titled “OTO Recommended STIP Project List” is the recommendation resulting from the special meetings held in January.

The OTO prioritized list of projects resulted in over 100 projects that were identified for improvement. OTO also worked with MoDOT to develop an unfunded needs list that contains three tiers representing possible funding scenarios. When selecting which projects to estimate, MoDOT selected the Top 15 from OTO’s list and the projects from Tier 1 and Tier 2 of the unfunded needs list. This combination formed the basis for the group to recommend projects for programming.

Considerations in being selected included project readiness, the ability to group projects in proximity, associated asset management activities, and funding available. This year, an attempt was also made to ensure that a project near or in each community could be added.

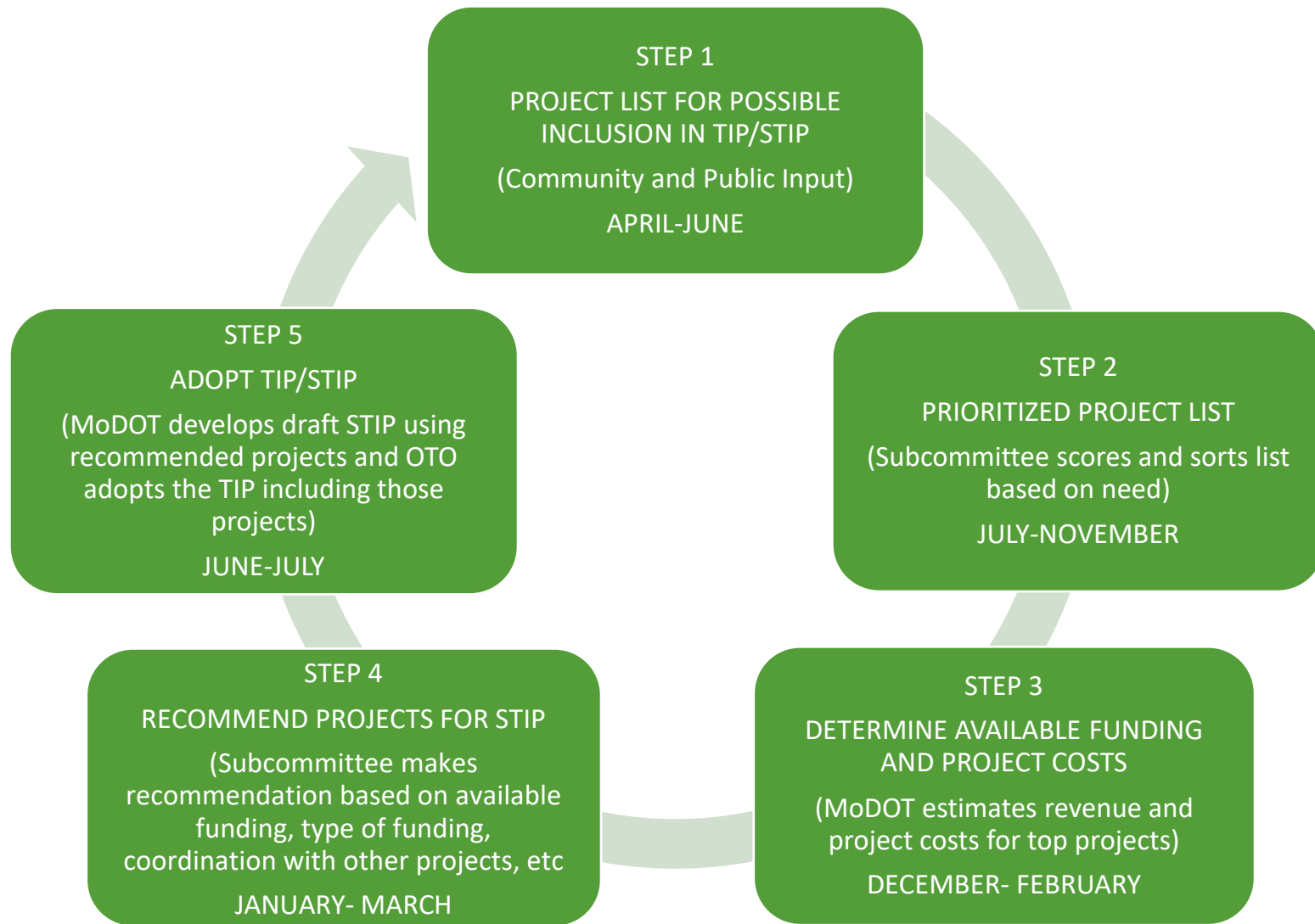
MoDOT will consider OTO’s Recommended STIP Project List when developing the FY 2023-2027 Draft Statewide Transportation Improvement Program. The Draft is typically published for public comment in May and the Missouri Highways and Transportation Commission will adopt the STIP in July. The Draft will be provided as soon as available.

Discussion is requested and encouraged.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY

STIP PROJECT DEVELOPMENT PROCESS



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

OTO Recommended STIP Project List

Description	Project Number	ROW Estimate (thousands)	(In Construction Estimate (in thousands)	Proposed FY	Unfunded Needs List	Priority
I-44: Glenstone to Route 65	8I3044C				STIP	1
I-44: six-lanes from Kansas to Glenstone	8I3044		\$ 22.10	2025	Tier 2	1
ITS: Chestnut corridor from W. Bypass to Kansas Exp	TBD		\$ 0.30	2024		2
Glenstone: Phase II safety, operational and pedestrian connectivity	TBD		\$ 1.00	2024	Tier 1	3
Route 60: Capacity from new Route MM/ZZ to Route 360 (JRF)	8S3159		\$ 8.50	2025	Tier 2	5
Kansas Expressway: Interchange at I-44 Phase I	8P3252	\$ 4.70	\$ 18.15	2026	Tier 1, 2, 3	7
Route 60: freeway from Rte. 65 to Route NN/J	8P0683G	\$ 0.60	\$ 14.40	2027	Tier 2	8
Kansas Expressway: Grand to Sunshine	8S3195		\$ 6.90	2026	Tier 1, 2, 3	9
Route 65: Six-lanes from Route CC to Route 14	8P0605I		\$ 11.95	2023	Tier 2	12
Route 65: Six-lanes from Route 14 to Rte. F, bridge	8P0605J		\$ 9.54	2023	Tier 2	15
Route CC: ramp improvements at Rte. 65	8P3235		\$ 0.10	2025	Tier 1	16
Route D: East Sunshine Safety, Operational and Pedestrian Connectivity	8S3133		\$ 2.70	2024		22
Loop 44: Chestnut Safety, Operational and pedestrian connectivity	8P3144		\$ 1.02	2024		23
Route 124: Strafford intersections, phase II	8S3238		\$ 2.00	2024		25
AB/266 and B/266 Intersections	8S3250	\$ 0.50	\$ 4.00	2024		47
Route CC: intersection improvements at Main St.	8S0736F	\$ 0.10	\$ 1.45	2024		64
Route 744: Kearney Street Safety, Operational and Pedestrian Connectivity	8S3145		\$ 2.10	2024		Safety
I-44 @ Route MM Interchange Phase I			\$ 2.50	2024		
TOTAL (Before Inflation)			\$ 108.71			

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

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

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TAB 6

TOP STORY

Lawmakers weigh snuffing out gas tax increase signed by Gov. Mike Parson last year

By Grace Zokovitch St. Louis Post-Dispatch

Feb 9, 2022



Cars drive East on Interstate 44 near Macklind Avenue St. Louis on Tuesday, Feb. 16, 2021. The Windchill advisory has been extended to 11 A.M. with windchills as low as 20 below zero possible according to the National Weather Service. Photo by Colter Peterson, cpeterson@post-dispatch.com

Colter Peterson

By Grace Zokovitch St. Louis Post-Dispatch

JEFFERSON CITY — Members of the House Special Committee on Government Oversight on Tuesday rehashed a debate on last year's gas tax increase, which split Republican lawmakers in the Legislature.

The legislation discussed by the committee, sponsored by Rep. **Sara Walsh**, R-Ashland, would repeal the phased-in gas tax increase signed into law last year by Gov. Mike Parson.

The tax, which climbs by 2.5 cents every year until it reaches 12.5 cents in 2025, is intended to fund road and bridge improvements.

Until October, when the first increase took effect, the state's 17-cent gas tax hadn't changed since 1996.

Walsh said she hoped lawmakers would reconsider the hike this year, considering the state's current budget surplus.

"Since last session, Missouri is an entirely different situation with historic record revenues," Walsh said.

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Walsh cited billions of dollars coming in over the next five years from President Joe Biden's Infrastructure Investment and Jobs Act as well as increases in projected state revenue.

“We’ve got the ability to do both,” Walsh said. “It’s not an either or to be able to fund our infrastructure, roads and bridges, and again, and not do something that flies in the face of our state constitution, flies in the face of Missourians.”

Several lawmakers on the committee said the tax increase should have been put on a ballot for Missourians to consider.

Missouri Department of Transportation leaders were also grilled during the hearing regarding controversy about use of the increased gas tax funds.

Lawmakers and the department have disagreed over the department’s authority to use funds for purposes not specified in the appropriation process, and the department has filed a lawsuit affirming their independent spending discretion.

Missouri Transportation Director Patrick McKenna noted that 1,720 projects, which he called the largest capital infrastructure investment in Missouri history, had been planned taking into account the gas tax increase funds.

After years of insufficient funding, McKenna said, the increase will allow the department to alleviate a pressing turnover issue and keep up with safety standards.

Supporters of the repeal emphasized that the financial burden, even by just a matter of cents, meant a lot to some people.

“Thirty-six cents was a big deal to me when I was 20 and had a 2-year-old to take care of,” said Rachel Blackmore, a Missouri resident, noting that that could make the difference in groceries or bus fare. “It adds up.”

The **U.S. Energy Information Administration estimates** gas prices will average \$3.24 in 2022, up from \$3.02 in 2021, and \$2.84 in 2020.

Missouri drivers have the opportunity to recoup the cost of the tax increase by saving their receipts and filing a **form with the Missouri Department of Revenue**.

Many Missouri residents testifying at the hearing expressed frustration with this process.

“Where was the advertisement of how our constituents can access these rebates?” asked Rep. **Raychel Proudie**, D-Ferguson.

Sen. **Mike Moon**, R-Ash Grove, and Sen. **Bill Eigel**, R-Weldon Spring, have also sponsored bills repealing the tax hike. Both Walsh and Moon are running for U.S. House seats.

After the first increase, Missouri’s state gas tax was still among the **lowest in the country** in 2021. In five years, the gas tax would reach 29.5 cents per gallon, closer to median state rates.

“Even if we implement this gas tax, and it continues to be implemented over the next several years, we’re still going to be one of the lower tax jurisdictions around here,” said Rep. **Mark Ellebracht**, D-Liberty.

In the current state fiscal year, which ends June 30, the gas tax increase is expected to generate more than \$77 million. By fiscal year 2027, when the full increase is in effect, the total will exceed \$513 million, according to **a legislative analysis prepared last June**.

Any repeal attempt faces significant **challenges moving forward**. The original gas tax increase was sponsored by Senate President Pro Tem **Dave Schatz**, R-Sullivan, who has significant sway over what legislation gets to the Senate floor. It has received consistent support from the governor.

The legislation is **House Bill 1594**.

Grace Zokovitch

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Transportation

By **Joushua Blount**

Published [February 8, 2022](#) 1:04 PM

MoDOT supports hands-free cellphone proposal for Missouri drivers



COLUMBIA, Mo. (KMIZ)

The Missouri Department of Transportation is putting its support behind a proposal to ban the use of cellphones while driving.

"The Missouri Highways and Transportation Commission and the Missouri Department of Transportation support hands-free legislation for all drivers," said MoDOT spokeswoman Linda Horn.

ADVERTISING



More than 1,000 people were killed on Missouri roads in 2021, according to MoDOT, which is the most since 2006. The current state law requires hands-free for ages 21 and under. Distracted driving is a key contributor to crashes, Horn said.

MoDOT is following [Senate Bill 713](#) sponsored by state Sen. Greg Razer (D-Kansas City). Sen. Razer says most accidents can be prevented if people put down their phones.

"I'm in my 40s, when I started driving, we didn't have cell phones, they came along and all of sudden you had this texting capability and we got into the bad habit of driving down the road, picking up phones, looking down at the screen and taking our eyes off the road and what we're seeing are lots and lots of preventable accidents because people have their eyes on the phone and not the road, said Razer.

Senate Bill 713 would expand Missouri's current law to all drivers. The bill says that no one can drive a noncommercial motor vehicle on a public road while using a wireless communication device.

However, under the bill drivers could drive a noncommercial vehicle while using a hands-free wireless device, provided the driver is not holding the hands-free device and that the driver does not divert attention from driving.

The bill will also prohibit anyone under the age of 18 or those with an instruction permit or intermediate license, regardless of age, from using a wireless communication device while driving except to contact emergency services.

According to Missouri Coalition for Roadway Safety, 82 people died in 2020 in distracted driving crashes. 80 percent of those people were also over 21 years old.

Distracted driving has led to fatal consequences in Columbia. In 2019, Randall Siddens, 33 died after Regine McCracken, 23, drove into him on Grindstone Parkway, according to reports. Siddens was picking up cones after a triathlon with other employees from Ultramax Sports when McCracken drove by a police vehicle and into two Ultramax employees and one of the company's vehicles, according to police.

It was later discovered McCracken was driving 68 mph in a 50 mph zone. The probable cause statement filed in her case stated she was using her cellphone for a video call.

Ron Bentch is the project director for Missourians for Responsible Transportation who started the hands-free Missouri Coalition. He says two-thirds of the time, a victim of a distracted driving crash is not the driver.

"They have conformation bias. They think that they can do it but it's that one time when they can't. So you get by with it one time, you think you can do it again and what the study shows is that no one is that good at multi-tasking all the time. And it's just a matter of before is going to catch up with them, " said Bentch.



Biden administration seeks eq guidance for electric vehicle charging network

BY RACHEL FRAZIN - 02/10/22 05:00 AM EST

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A new guidance from the Biden administration as it prepares to disburse funds to states to build out an electric vehicle charging network seeks to do so with equity in mind.

The guidance document issued on Thursday says that state plans submitted to the federal government to gain access to funds for the charging network “should explain how the State will deliver projects ... [that] target at least 40 percent of the benefits towards disadvantaged communities.”

This would put them in line with a White House Initiative called Justice40, which seeks to give at least 40 percent of the benefits of federal investments in climate and clean energy to disadvantaged communities.

The report notes that the equity push doesn't necessarily mean that 40 percent of the chargers need to be located in disadvantaged communities if they can benefit in other ways.

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The guidance comes as part of the bipartisan infrastructure law, which the Biden administration has touted as its signature Build Back Better climate and spending bill remains stalled in Congress.

Wednesday's rollout deals with the bill's \$5 billion program for states to build out a nationwide electric vehicle charging network. Funds for the program which will be dispersed to states over a five-year period.

States will have until Aug. 1 to submit their plans, which the government will decide on by Sept. 30.

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CONGRESS

Congress declares 'bipartisan breakthrough' on government funding

Congressional leaders reached an overarching agreement Wednesday to boost military and non-defense budgets.



"This is a good bipartisan breakthrough. I think we can get us an omnibus now," Sen. Richard Shelby (R-Ala.) said Wednesday afternoon. | Chip Somodevilla/Getty Images

By JENNIFER SCHOLTES

02/09/2022 01:46 PM EST

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Congressional leaders reached an overarching agreement Wednesday to boost military and non-defense budgets, paving the way for a comprehensive deal to fund the government into the fall.

The accord is a crucial breakthrough that's expected to lead to enactment of a sweeping 12-bill spending bundle in the next few weeks, following months of tense cross-party negotiations. Appropriations leaders won't divulge the

...and two-party negotiators... funding totals they struck, and contentious policy debates may yet upend negotiations on final bill text. But leaders in both parties applauded the framework agreement.

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“This is a good bipartisan breakthrough. I think we can get us an omnibus now,” Sen. Richard Shelby (R-Ala.) said Wednesday afternoon about the prospects of passing a catch-all package to fund the government into the fall, known as an “omnibus.”

Democrats are seeking to finally override the funding levels carried over from the spending package signed into law in the last weeks of Donald Trump’s presidency, while Republicans are fighting for a military budget increase far above the less than 2 percent increase President Joe Biden requested.

Despite the bipartisan funding agreement hatched Wednesday, Congress will still need to clear another short-term spending patch to prevent a government shutdown at the end of next week. [The House passed that temporary measure](#) on Tuesday in an effort to buy leaders about a month to perfect the dozen spending bills. The Senate is expected to clear the new stopgap bill next week to keep cash flowing through March 11.

House Appropriations Chair Rosa DeLauro (D-Conn.) said appropriators will “now proceed with great intensity” to wrap up the sweeping funding package.

Congress already overwhelmingly backed a \$25 billion increase to the president’s Pentagon funding request in December, passing a defense policy bill that set a \$740 billion military budget, about a 5 percent increase above current spending. That total wasn’t actually funded, but GOP leaders took it as a sign that they could squeeze Democrats for at least that much defense money in a final spending package, as well as insist on “parity” — equal increases in defense and non-defense spending.

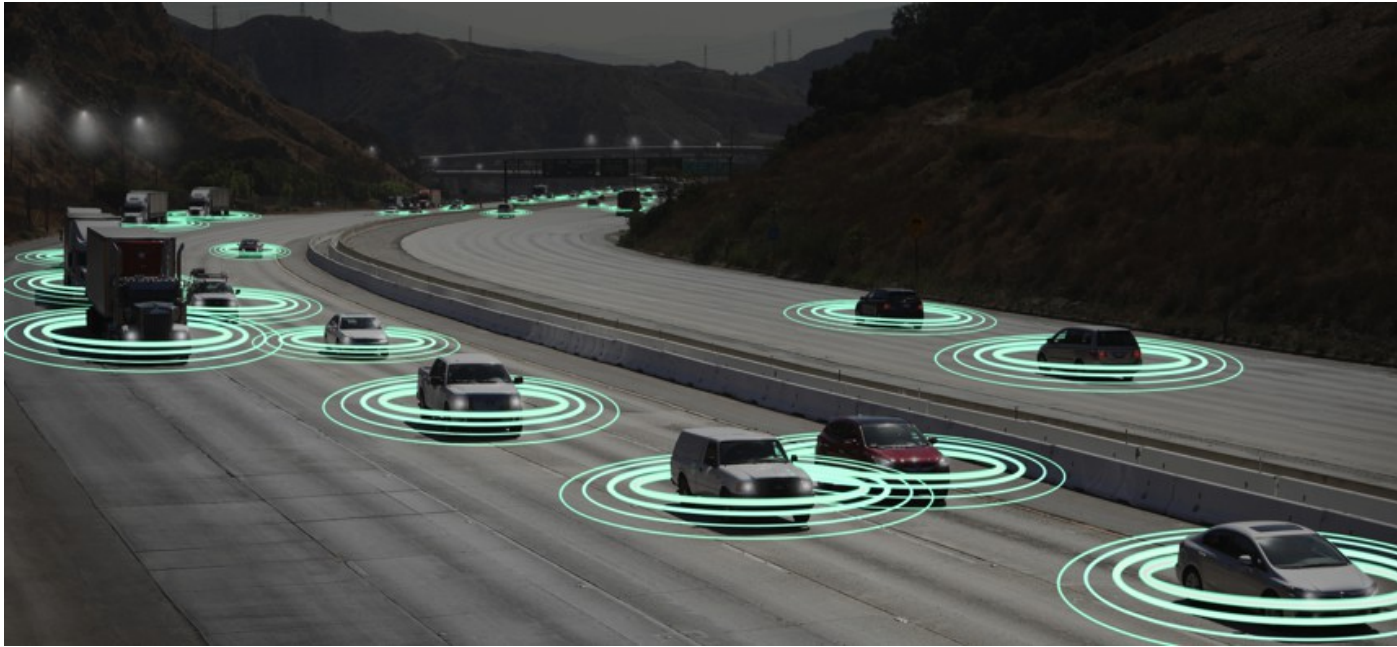
“My top priority was security for the country, and we’re satisfied,” Shelby said Wednesday. “It’s an unsettled world, and I’ve been pushing for parity all along.”

The GOP argument in favor of increased defense funding has been bolstered by the crisis in Ukraine. Military leaders warned lawmakers during a classified briefing this month that U.S. efforts to head off a Russian invasion of Ukraine are undermined by the short-term spending patches the country has been running on since the October start of the fiscal year.

Senate Appropriations Chair Patrick Leahy (D-Vt.) acknowledged Wednesday that “in any successful negotiation, both sides have to compromise, and this agreement is no different.”

While spending leaders have not disclosed whether earmarks will make it into the final spending package, the final plan is expected to retain many of the projects included in the House’s funding bills last summer. House Democrats revived the earmarks process last year, with new rules to try to prevent the kind of kickbacks that led to corruption charges for lawmakers more than a decade ago.

Connected vehicle data often goes unused



GETTYIMAGES/ PAUL TAYLOR

By **SHOURJYA MOOKERJEE** // FEBRUARY 9, 2022 03:22 PM ET

Cities that can access and manage data from connected vehicles will find it easier to improve road safety, emergency planning, congestion and electric vehicle expansion, a recent report says.



With new transportation technologies being rolled out every year – and local governments’ increased focus on expanding smart city infrastructure – connected vehicle (CV) data is expected to become a valuable commodity for future citywide initiatives.

Connected cars generate data attributes like engine status, location and speed from the vehicle’s electronic control units, controller access networks and infotainment systems. The data can be sent to the owner's smartphone or to other vehicles and roadside units that use it to monitor traffic and inform smart city projects and safety services.

However, a **recent report** from mobility intelligence software company Otonomo shows that most cities are not using CV data efficiently, or to its full potential. The survey, which included 50 smart city stakeholders across 26 states, found that only 8% of respondents are actually using CV data to deliver better transportation and mobility services.

Otonomo’s report found that traditional traffic monitoring infrastructure like CCTV systems and in-road sensors was unable to deliver the granular data city managers need to improve their services.

Cities do have a hunger for vehicle data, though. Of the smart cities surveyed, 62% are using vehicle data to improve roadway management, urban planning and parking. While only 22% are using the data for real-time traffic

management, 31% plan to do so in the future, and 68% report using vehicle data for managing mass events.

One of the study's key findings was the importance of a single data stream that aggregates information from multiple sources – not just vehicle data, but also information on local weather, events or emergencies. This data-rich environment has led to an increased focus on building applications that integrate CV data, with 46% reporting that they plan to build a platform designed to provide public and private transportation options for residents.

the ability of real-time vehicle data to improve traffic management and safety.

Among forward-looking cities is Long Beach, Calif., which **recently announced a pilot program** that tests whether location data shared in real time from connected vehicles to traffic signals and other CVs can improve traffic flow. An 18-mile stretch of I-85 in Troup County, Ga., is **testing** communication between roadside radios and connected vehicles provided by Kia. Data from the connected vehicles will help the Georgia Department of Transportation analyze traffic so it can send out accidents as well as traffic and weather advisories – not only improving transportation safety but allowing commuters to get to their destinations faster.

“When leveraged properly, connected vehicle data and mobility intelligence make a smart city smarter with improved road safety, upgraded emergency planning, reduced congestion and accelerated EV expansion in their communities,” Otonomo CEO Ben Volkow said in a release.



Michigan Moves Ahead With Electric Vehicle Charging Road Project



GETTYIMAGES/ISOGAWYI

By **Shourjya Mookerjee** | FEBRUARY 8, 2022

The inductive charging technology, which will power electric vehicles as they drive over it, will be installed under a one-mile stretch of road in Detroit.

TRANSPORTATION



Michigan will soon become the first state in the country to introduce an electric road system that will use inductive charging technology to wirelessly power electric vehicles with as they drive over the pavement.

The ERS pilot, which is a partnership between the Michigan Department of Transportation, the Michigan Office of Future Mobility and Electrification and the Michigan Economic Development Corp., will be built on a one-mile stretch of road in Detroit, officials [announced](#) Feb. 1.

Electreon will be developing the pilot, which was [first announced](#) in September. MDOT will provide \$1.9 million in funding toward the project, with Electreon contributing the remainder.

The company's charging infrastructure, which uses under-road units built of copper coils, can charge all types of vehicles while they are both stationary or in motion.

As EVs drive over the ERS, the system transfers energy from the grid to the road. Receivers installed below the chassis of the EVs transmit the power to the engine and battery, and a roadside management unit facilitates data exchange with approaching vehicles. A cloud-based control unit manages communications between vehicles and management units.

Electrified roadways have the potential to accelerate adoption of EVs by enabling continuous vehicle operations and turning public streets into safe and sustainable shared energy platforms, Michigan officials said. As more vehicles begin to travel on the smart road, the technology could reduce the need for gas and charging stations, freeing up cityscapes and lowering the impact of air pollution. The project is expected to be fully operational by 2023.

This news comes as the Biden administration pushes an [EV-centric infrastructure model](#) that aims to have EVs make up 50% of vehicle sales by 2030.

Meanwhile, other governments have also been experimenting with EV charging infrastructure. In [Indiana](#), researchers at the Indiana Department of Transportation and Purdue University are using magnetizable concrete to provide a cleaner and more accessible method for wireless EV charging. Peachtree Corners, Georgia, working with [The Ray](#), developed a solar-powered roadway that produces 1,300 kilowatt-hours of electricity annually for a Level 2 EV charger at city hall at no cost to EV motorists.

company had plans to collaborate with California and New York "on charging infrastructure that's vehicle agnostic and can be included in any electric vehicle."

"Here in Michigan, embracing bold innovations that transform the future of mobility and electrification is a part of our DNA," Michigan Chief Mobility Officer Trevor Pawl said. "We are thrilled to see how Electreon's proposals become a nationwide model for how we can continue accelerating electric vehicle adoption and usher in a new generation of transportation technologies." 🇺🇸

Wednesday, February 9, 2022

CHRISTIAN COUNTY HEADLINER NEWS

\$2.45M Main Street improvement project packed with layers



A SECTION OF NORTH MAIN STREET between Tracker Road and State Route CC in Nixa will be widened and improved as part of a \$2.45 million collaboration between Nixa and the Ozarks Transportation Organization. The image shows North Main Street on the Christian County Assessor's Office GIS map viewer.

RANCE BURGER/HEADLINER NEWS

Posted Wednesday, February 9, 2022 8:04 am

RANCE BURGER ranceb@ccheadliner.com

The Nixa City Council voted to enter into an intergovernmental agreement with the Ozarks Transportation Organization (OTO) for project management services for a project to widen North Main Street.

Nixa will use federal funding to pay for 80 percent of the project. The OTO project managers will make sure Nixa is compliant with the State and Federal Local Public Agency (LPA) program, ensuring that Nixa gets reimbursed by the federal government for the Main Street project.

The improvement zone is between Tracker Road and State Route CC, one of the key east-west arteries between Nixa and Ozark.

According to the terms of the agreement, the OTO project manager will prepare and manage the scope of the project to submit to the Missouri Department of Transportation, develop requests for qualifications for the project, oversee engineering services provided by a consulting firm and help the city advertise the project for bids.

When work begins, OTO will oversee engineering and construction. The city of Nixa will be responsible for right of way acquisition and utility line relocation to accommodate a wider road.

Nixa Planning and Development Director Travis Cossey explained to the city council how the relationship would work, and how the regional transportation group would assist the Nixa city government in funding and overseeing the project.

"In past projects, the first item you've seen as part of a project is a program agreement between the city of Nixa and MoDOT in order to get that project kicked off and those funds started to be allocated," Cossey told the city council. This time, the OTO will be involved with helping Nixa secure federal funds and to manage the project. It's an extra layer between Nixa and the state and federal transportation authorities, but Cossey said that the OTO will be helpful in making the project and the grant process easier for Nixa.

"The idea behind it is to move those funds at a much faster pace than they have in the past," Cossey said. "This intergovernmental agreement that we would be entered into between the city of Nixa and the OTO is a no cost agreement. OTO is providing these services to all of their participating members at no cost."

2022 would mark the first time for Nixa to work with OTO Project Manager J.D. Stevenson, but Cossey said that the relationship is already off to a great start.

"As staff, we are very excited to have the opportunity to work through this process," Cossey said.

The improvements will be similar to improvement work that has already taken place between Tracker Road and Aldersgate Drive. The center turn lane and multiple turn lanes will be extended north from the Tracker Road intersection to the Route CC intersection. At that point, the city of Nixa's jurisdiction over the road ends, which is a concern for District 3 Councilwoman Darlene Graham.

"Anything with the intersection at CC and Main?" Graham asked. "Because I know people are going to ask about that."

"We have been working with the OTO and with MoDOT to make them aware of the improvements that we're making, and then in conjunction with that, they're looking at making improvement to the Highway CC corridor to alleviate any congestion concerns that are there," Cossey said.

Wednesday, February 9, 2022

CHRISTIAN COUNTY HEADLINER NEWS

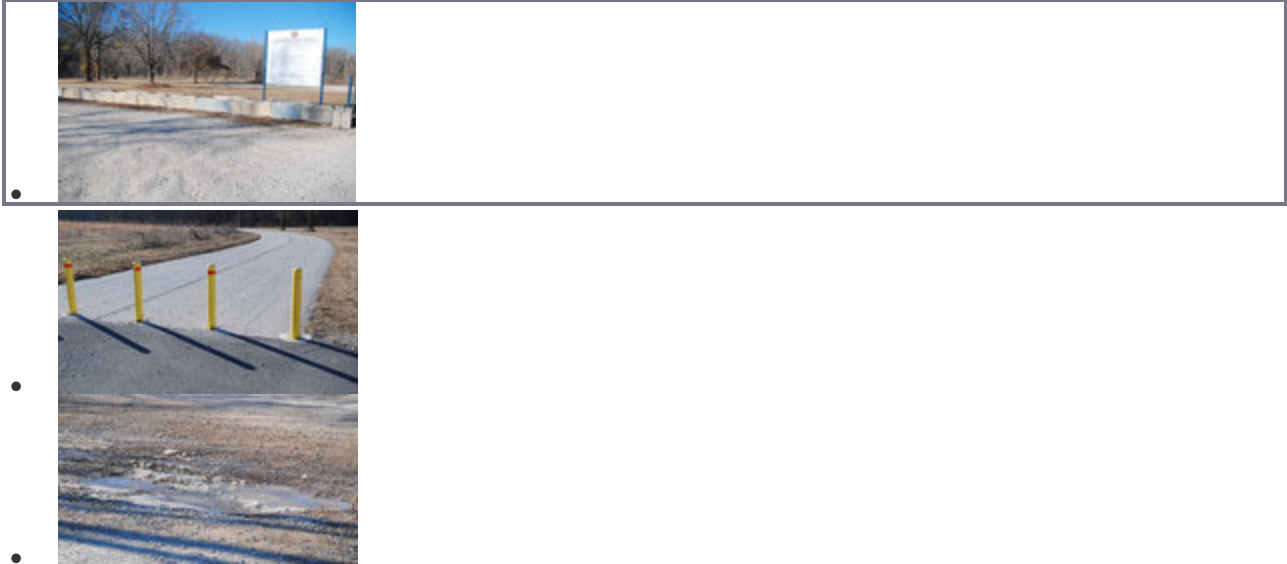
Riverside Inn trailhead in the works

**One of Ozark's most historic sites could become hub
for trail travel**



CHRISTIAN COUNTY acquired the site of the former Riverside Inn in 2010. Riverside Inn Park is now a public access point for the Finley River, just off of Riverside Road on the southern bank of the river.

RANCE BURGER/HEADLINER NEWS



Posted Thursday, February 3, 2022 8:17 am

RANCE BURGER ranceb@ccheadliner.com

Trail connections remain a top priority for some of Ozark's top appointed and elected officials. A funding opportunity through the Missouri Department of Natural Resources could lead to more development on the Finley River near the new Riverside Bridge.

Ozark is also working with the Southwest Missouri Council of Governments (SMCOG) and with the Christian County Commission, along with partner organizations, like the Ozarks Transportation Organization, to secure funding for the development of the Riverside Inn Park and a trail that would connect to existing trails at Finley River Park, and eventually, the Chadwick Flyer Trail in central Ozark.

"This is really exciting. I would love to have a trail going all the way through there, and we'll continue to work on that until we get it," Ozark Assistant City Administrator Samantha Payne said.

On Jan. 18, the Ozark Board of Aldermen gave preliminary approval to a plan for Payne to apply for \$250,000 from the Missouri DNR Division of State Parks. If awarded, the Recreational Trail Program (RTP) grant would fund development of the Riverside Inn Park near the new Riverside Bridge, on Riverside Road.

"The proposed Riverside Park and Trailhead would include a parking area and boat launch designed for kayaks and canoes," Payne wrote in a memo to the board of aldermen.

The development of a blueway trail, or water trail, is part of Ozark's 2022 active transportation plan. "Active transportation" is defined as human-powered travel, including walking, bicycling, inline skating, skateboarding, paddleboarding, kayaking or canoeing.

Ozark would be required to match the state DNR's grant with a 20-percent match, or \$50,000. The application period ends Feb. 16.

"This is just a single part of what we have to do to be able to apply for the grant," Payne said.

In order to develop the Riverside Inn Park, Ozark will need to work with different government groups at the county, state and federal level. The land's flood plain designation means development falls under the purview of the Federal Emergency Management Agency.

"FEMA has to release it, because it's in the flood plain and they built this new bridge. The county owns it, and the county will hopefully donate it to the city—that's the plan, which has been our plan the entire time, which will help our 80-20 match. That value—we'll be able to use for part of our match, so we don't have to be out of pocket for it," Payne said.

Payne explained that a park with river access points, a trailhead and a trail could be developed in phases, and could be funded over more than one grant cycle. Ozark is in a unique situation when it comes to funding grants related to rivers.

"Not very many cities have blueways in them, and so this money sits there," Payne said.

In the future, improvements to the parking area near the river will go up for consideration, but it's too early in the process to determine what type of parking lot surface will be best for Finley River visitors and for the river itself.

"It's gravel now, and it's got those concrete blocks," Payne said.

"We'd have to go through that whole process, and engineers will look at it and see what's best--pervious surfaces, impervious surfaces, dealing with the floodway and things like that," Ozark Environmental Resources Coordinator John McCart said.

The new Riverside Bridge opened on Nov. 7, 2020. The Christian County government acquired the adjacent Riverside Inn Park property in 2010. It was used to store construction equipment and materials while the bridge was being built, but is now used recreationally and functions as a community parking area.

It took an act of Congress to lift a deed restriction that hampered the Ozark Special Road District's ability to acquire the right of way and property needed to build the new bridge, which was a joint effort between the road district, Christian County and the city of Ozark.

Christian County Highway Administrator Miranda Beadles served as the project manager for construction of the new bridge. Hartman Construction built the bridge.

Planning for a new Riverside Bridge began in 2012, with a desire to preserve the history of the original bridge in mind for many along the way. The original has been moved downstream, where it is part of the Bass Pro Shops' Finley Farms development in Ozark. It is restricted to pedestrian traffic only, and has become a favorite spot for photography.

The Christian County Commission paid about \$1.13 million of the overall cost of the new Riverside Bridge, the Ozark Special Road District shared about \$1.06 million, and the city of Ozark paid about \$825,000 in costs. Much of Ozark's share is funded through a 3/8-cent transportation sales tax.

Originally built in 1909, the original Riverside Bridge was located next to the Ozark Mill. Craftsmen later determined the bridge wasn't wide enough to properly serve the location, and it was moved approximately a mile and a half to the north, where it took Riverside Road across the Finley River until it was closed permanently in 2015.

The original opening date of the Riverside Inn restaurant is disputed, but according to historian Kaitlyn McConnell of the website "Ozarks Alive," the most accepted year of origin is 1923. In spite of its obscure location 16 miles from Springfield on an out-of-the-way dirt road, it was a successful business.

In 1929, owner Howard Garrison was arrested for the illegal sale of alcoholic beverages at Riverside Inn. Upon his release from prison in 1930, Garrison reopened the restaurant. Flooding on the property eventually won out, and the Christian County Commission received about \$1.17 million from FEMA to purchase the property from the Engel family in 2009. The last plate of fried chicken left the kitchen in December of that year.

The Riverside Inn was demolished in 2010.



Christian County Commission to replace three century-old bridges



The Christian County Commission will soon replace three bridges, all of which are more than 100 years old and considered to be in poor condition.(Christian County Commission)

By KY3 Staff

Published: Feb. 3, 2022 at 7:07 PM CST|Updated: Feb. 3, 2022 at 7:43 PM CST

OZARK, Mo. (KY3) - The Christian County Commission will soon replace three bridges, all of which are more than 100 years old and considered to be in poor condition.

Christian County is using American Rescue Plan Act money to replace three structures known as the Green Bridge, Hawkins Bridge, and Red Bridge. The bridges currently do not allow proper access for emergency, school, agricultural and public services.

"These three bridges have been a source of great concern for several years", said Presiding Commissioner Ralph Phillips. "We experienced the disruption caused by the closing of Riverside Bridge. Closure of these bridges would present an even larger problem as they are located in places where State or Federal assistance would not typically be available. This has been a huge financial liability hanging over the County."

The Green Bridge, which opened in 1912, is located north of Ozark and goes over the Finley Creek. The Christian County Commission released [some renderings](#) last November of how the bridge might look.

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Crews built the Hawkins Bridge in 1915, which also goes over the Finley Creek. The Red Bridge, which goes over Bull Creek, was also built in 1915.

Replacing the 3 bridges will cost an estimated \$8.1 million. Christian County Highway Administrator Miranda Beadles will oversee these projects.