



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

SEPTEMBER 16, 2021  
12:00 - 1:30 PM

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



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting Agenda**  
**September 16, 2021**  
**12:00 – 1:30 p.m.**

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

**The online public viewing of the meeting will be available on Facebook:**  
**<https://www.facebook.com/ozarkstransportationorganization>**  
**and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

**Call to Order .....NOON**

**I. Administration**

**A. Roll Call**

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

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

**C. Approval of July 15, 2021 Minutes ..... Tab 1**  
(2 minutes/Lear)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES**

**D. Public Comment Period for All Agenda Items ..... Tab 2**  
(5 minutes/Lear)  
Individuals who would like to comment must submit comments in writing by 5:00 p.m. on July 14<sup>th</sup> to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at [www.giveusyourinput.com](http://www.giveusyourinput.com). These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

**E. Executive Director's Report**  
(10 minutes/Fields)  
A review of staff activities since the last Board of Directors meeting will be given.

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

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

## II. New Business

- A. **Financial Statements for 4<sup>th</sup> Quarter 2020-2021 Budget Year** ..... Tab 3  
(5 minutes/Fields)

Staff will present the fourth quarter financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FOURTH QUARTER  
FINANCIAL STATEMENTS FOR THE 2020-2021 BUDGET YEAR**

- B. **FY 2022 Operational Budget Amendment One** ..... Tab 4  
(5 minutes/Fields)

An operational budget amendment is requested to account for study cost reimbursement.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2022 OPERATIONAL  
BUDGET AMENDMENT ONE**

- C. **Annual Listing of Obligated Projects** ..... Tab 5  
(2 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.334

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE ANNUAL LISTING OF  
OBLIGATED PROJECTS AND DIRECT STAFF TO PUBLISH BY SEPTEMBER 28, 2021**

- D. **Destination 2045 Plan Draft** ..... Tab 6  
(10 minutes/Longpine)

The completed final draft of the Long Range Transportation Plan will be highlighted.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE *DESTINATION 2045***

- E. **FY 2022-2025 TIP Amendment One** ..... Tab 7  
(5 Minutes/Longpine)

Three changes are requested as part of Amendment One to the FY 2022-2025 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2022-2025 TIP  
AMENDMENT ONE**

- F. **2022 Legislative Priorities** ..... Tab 8  
(5 minutes/Fields)

OTO Legislative Priorities for the 2022 Legislative Session are included for review and approval.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE 2022 LEGISLATIVE  
PRIORITIES**

- G. **Nominating Committee**  
(5 minutes/Fields)

Staff is seeking nominations to serve on the nominating committee to appoint or reappoint OTO officers and members of the Executive Committee

## BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT A NOMINATING COMMITTEE

### III. Other Business

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

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

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

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

#### C. **Destruction of OTO Records ..... Tab 9**

(5 minutes/Parks)

#### D. **Articles for Board of Directors Member Information ..... Tab 10**

(Articles attached)

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

The next Board of Directors regular meeting is scheduled for Thursday, November 18, 2021 at 12:00 P.M. in person and via Zoom.

### Attachments

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

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

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

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



**TAB 1**

**BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM I.C.**

**July 15, 2021 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors July 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.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the Board of Directors July 15, 2021 meeting minutes.”

OR

“Move to approve the Board of Directors July 15, 2021 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
JULY 15, 2021**

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

The following members were present:

Mr. Chuck Branch, Citizen-at-Large	Mr. James O’Neal, Citizen-at-Large
Mr. David Cameron, City of Republic (a)	Ms. Stacy Reese, FAA (a)
Mr. Steve Campbell, MoDOT	Mr. John Russell, Greene County (Vice-Chair)
Mr. Steve Childers, City of Ozark (a)	Mr. Mike Schilling, City of Springfield
Mr. Jerry Compton, Citizen-at-Large	Mr. Dan Smith, City of Springfield (a)
Mr. Brad Gray, City of Willard (a)	Ms. Martha Smartt, City of Strafford (a)
Mr. Skip Jansen, City Utilities Transit	Mr. Tommy VanHorn, City of Battlefield (a)
Mr. Rusty MacLachlan, Greene County	Mr. Richard Walker, Springfield Citizen-at-Large
Mr. Lynn Morris, Christian County	Mr. Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Bradley McMahon, FHWA
Mr. Travis Cossey, City of Nixa (a)	
Mr. Andrew Lear, City of Springfield	

Others Present: Mr. Frank Miller, MoDOT; Mr. Dan Wadlington, Senator Roy Blunt’s Office; Mr. Jeremy Pruett, Representative Billy Long’s Office; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Vice-Chair Russell called the meeting to order at approximately 12:02 p.m.

**I. Administration**

**A. Welcome and Roll Call**

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

A quorum was present.

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

Mr. Childers moved to approve the July 15, 2021 agenda. Mr. Branch seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

**C. Approval of May 20, 2021 Meeting Minutes**

Mr. Weiler moved to approve the minutes from the May 20, 2021, meeting. Mr. Jansen seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

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

Vice-Chair Russell advised there were public comments included in the packet. Vice-Chair Russell asked for comments or questions.

**E. Executive Director's Report**

Ms. Fields reported the Governor had been in Springfield to sign Senate Bill 262. This bill could bring approximately \$15 million annually for MoDOT projects to the SW Missouri region when fully implemented. OTO will be prioritizing projects again through the standard process which starts now and continues through the end of the year. The list will then be provided to MoDOT who will review the list to see what projects are possible. In the spring, MoDOT will let OTO know what the approximate cost of the projects would be.

Congressman Long included four OTO projects for funding in the draft of the new Transportation Bill totaling \$12 million. OTO is requesting \$48 million from Senator Blunt for earmarks. This would be used to expand I-44 to six lanes from Glenstone to West Bypass. Ms. Fields thanked those who have sent support letters to Senator Blunt's office.

The RFQ for the I-44 and Highway 13 North corridor study has been sent out. OTO, City of Springfield, and Greene County Commission will be partnering in this study. It will be approximately a 9-month process.

Cost Share applications are due July 23, 2021.

OTO staff met with the Federal Certification Review Team. OTO's planning process is certified every 4 years. A draft report is expected within the next 2 months.

OTO continues to work on the *Destination 2045* plan which began prior to COVID.

AMPO, the National Association of Regional Councils, and the National Association of Development Organizations sent out a letter requesting an increase in suballocated funding.

OTO sent out dues statements later than usual so that the funds would be received in the new accounting fiscal year.

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

Mr. Campbell stated the biggest news was the ceremonial singing of SB 262 in Springfield.

MoDOT is currently repairing a lot of bridges, which has diverted resources away from more routine projects. Mowing has started again with I-44 almost being completed and will begin focusing on the minor systems. MoDOT is working on litter contracts to assist with litter cleanup.

Workshops are coming on the unfunded needs list. MoDOT is at the height of construction season. MoDOT is requesting help reminding people of work zone safety. There are still too many incidents of distracted driving and people speeding.

Ms. Reese shared there is continued work on Route 14 in Nixa and Ozark. In Nixa, the west side is wrapping up and the east side of 160 is scheduled to start in January. In Ozark, the west side of Highway 65 is completed with work continuing on the east side. There is continued work widening at James River and Nature Center Way.

Projects not under construction yet include the Glenstone Safety and Operational which includes ADA and resurfacing and Kansas ADA. Both are in partnership with the City of Springfield to fill some of the sidewalk gaps. Also, MoDOT is currently working on right-of-way acquisition at the intersection of Kearney and West Bypass. The City of Republic has partnered with MoDOT for the MM corridor. Plans for I-44 capacity improvements from Glenstone to Highway 65 are being worked on.

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

Mr. Wadlington with Senator Blunt's Office provided an update on the Transportation Bill and explained the earmarks list has not been finished.

Mr. Pruett with Representative Long's Office shared updates regarding the voting process of the House and that the House passed the Transportation Bill.

## **II. Unfinished Business**

#### **A. *Towards a Regional Trail System* Regional Long Range Trail Plan**

Mr. Thomason stated the *Towards a Regional Trail System* is a standalone regional trail plan that will inform the development of the *Destination 2045* LRTP. The BPAC's planning process focuses on identifying investment levels needed to create a *trail system with continuous linkages that connects communities* by 2045. Specific priority trails were not identified. Rather, the amount of new trail

mileage needed by 2045 to ensure the OTO had “successfully” implemented a regional trail system by 2045 was identified.

The *Towards a Regional Trail System* planning process found the addition of 45 miles of new trails by 2045 will help ensure the region “successfully” implemented a *trail system with continuous linkages that connects communities*, 45 by 45. Based on the historical trail investment levels, two simple scenarios illustrating possible future trail construction were evaluated. One scenario included the construction of approximately 27 miles of new trails, and the other assumed the construction of approximately 48 miles. Mr. Thomason outlined the two scenarios.

Vice-Chair Russell stated for clarification, this is not a commitment to any funding structure or specific funding but rather a general framework of possibilities.

Mr. Schilling asked what geographical area this plan covers. Ms. Fields stated the OTO region was looked at as a whole, which includes parts of Christian and Greene Counties and the seven cities that OTO represents. The plan does not define what trails would be included in the 45 miles but provides a plan to continue to move forward to a connected system.

Mr. Branch made a motion to adopt *Towards a Regional Trail System* as the OTO’s regional trail plan. Mr. Jansen seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

#### **B. 2021 Action Items**

Ms. Fields reported that in 2014 the OTO worked to develop a mission statement with goals and objectives as part of a strategic planning effort. Each year, the Executive Director and the Executive Committee work to develop action items to further the mission and goals of the organization. Implementation of these action items are reviewed annually, which ensures staff accountability to furthering the mission of the OTO. The proposed action items for calendar year 2021 are included for approval. Ms. Fields reviewed the 2021 Action Items.

Mr. Smith made a motion to approve the 2021 Action Items. Mr. Compton seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

### III. New Business

#### A. **Transportation Plan 2040 Amendment 13**

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

Mr. O'Neal made a motion to approve *Transportation Plan 2040 Amendment 13*. Mr. Jansen seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

#### B. **Draft 2022-2026 STIP**

Mr. Fields reported each year, the Missouri Department of Transportation Adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2022-2026 STIP was adopted at the July 1, 2021, Missouri Highways and Transportation Commission meeting.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. The projects listed in the STIP for the OTO area (SW urban) have been incorporated into the Draft OTO 2022-2025 Transportation Improvement Program. Ms. Fields highlighted the Draft STIP.

This was informational only. No action was required.

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

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

The MoDOT Statewide Transportation Improvement Program was incorporated into the Draft TIP. Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The draft TIP was made available for public comment beginning on June 13, 2021. The draft document has been reviewed by USDOT and MoDOT and there were no comments

Since review by the Technical Planning Committee, one change was made to project MO1905-19, adding funding for bridge inspections. The public was notified of this change on June 30 as part of the TIP public involvement process. Ms. Longpine reviewed the STIP.

Mr. O’Neal made a motion to approve the FY 2022-2025 Transportation Improvement Program. Mr. Branch seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

#### **D. Planning Process and Financial Capacity Certifications**

Ms. Longpine stated Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Ms. Longpine highlighted the requirements for compliance.

This certifies that applicants for FTA Section 5307, 5309, and 5339 funding have the financial capacity to undertake their programmed projects. In this case, City Utilities is the only recipient of this funding. Ms. Longpine reviewed the Certification documents.

Ms. Smartt made a motion to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process and to certify the financial capacity of City Utilities. Mr. O’Neal seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

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

### **III. Other Business**

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

Mr. Weiler reported that MoDOT’s Freight Enhancement Program, which is a program to help move freight throughout the State of Missouri, has awarded the Springfield-Branson National Airport \$500,000 which will allow them to expand their air cargo apron. Their air cargo is up 20% from pre-pandemic levels. He thanked the OTO staff for providing a support letter.



Mr. MacLachlan shared that Greene County is looking at extending James River Freeway north of Willard to Highway 13 and then possibly to Highway 65. This project would fall under SMCOG since it is outside of the OTO area. It is number one on SMCOG's study priority list.

Vice-Chair Russell stated the extension of Kansas Expressway received the historical sign-off, stating there are no historical obstacles along that route. The project could be started later this year.

Mr. Jansen shared City Utilities has received its first electric bus with hopes of being on the road in 4 to 6 weeks. It is a standard size bus.

Mr. Weiler stated the Board asks OTO staff to increase outreach and one way the Board could help is to invite the OTO staff to speak at various functions. Mr. Faucett presented to a Rotary Club which was well received by the audience.

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

There were no transportation issues to review.

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

Vice-Chair Russell noted there were articles of interest included in the packet for the members to review as time allows.

**IV. Adjourn meeting**

With no further business to come before the Board, Mr. Weiler made a motion to adjourn the meeting. Mr. Childers seconded the motion. Vice-Chair Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. David Cameron	Aye
Mr. Brad Gray	Aye
Mr. Tommy VanHorn	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously. The meeting adjourned at 1:05 p.m.

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Steve Childers  
OTO Secretary

**TAB 2**

**BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are Public Comments for the time frame between July 15, 2021 and September 8, 2021. Any additional public comment received by September 15, 2021 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.



## PUBLIC COMMENT



**Area of concern:** Campbell and James River

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

**Date received:** 09/15/2021

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

**Contact Name:** None

**Contact Email/Ph #:**

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

*Picture sent by commenter*



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



## PUBLIC COMMENT



**Area of concern:** Highway CC and Old Castle Road

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

**Date received:** 09/15/2021

**Received through:** Map-A-Concern

**Contact Name:** Sandy Dybedock

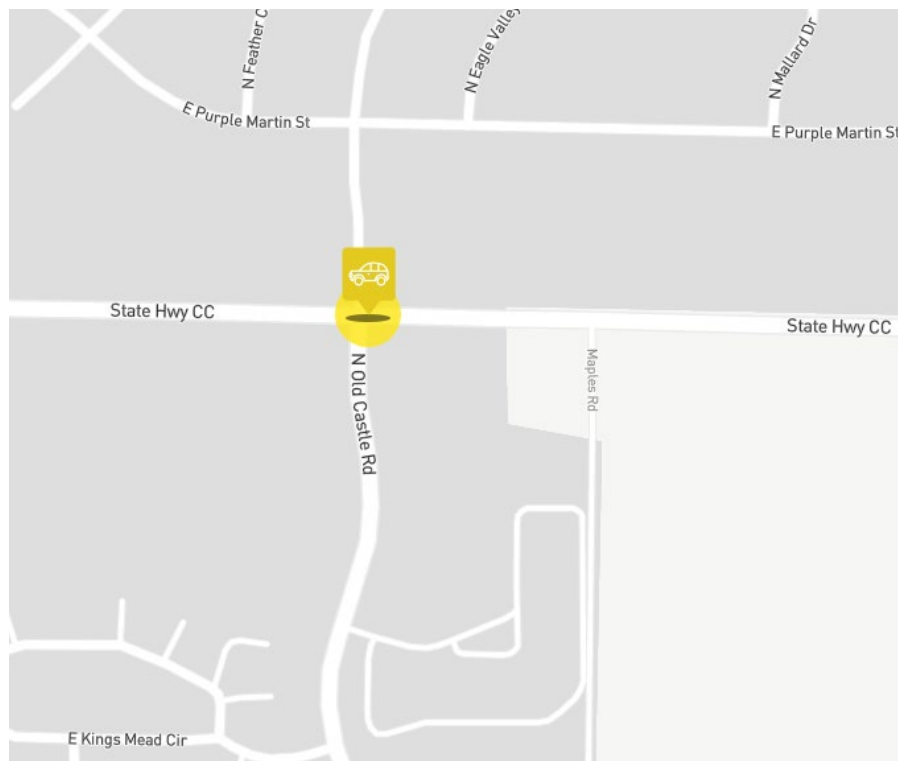
**Contact Email/Ph #:** not available

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

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

**Original Map-A-Concern Comment**

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



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



## PUBLIC COMMENT



**Area of concern:** Highway 60

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

**Date received:** 09/15/2021

**Received through:** Email

**Contact Name:** Tom Smith

**Contact Email/Ph #:** colcar2297@gmail.com

**Contact Phone #:** none

**Comment:**

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

**OTO Response:**

Good Afternoon, Ms. Angle!

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

Have a great day!



## PUBLIC COMMENT



**Area of concern:** Highway 174 and Main

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

**Date received:** 09/15/2021

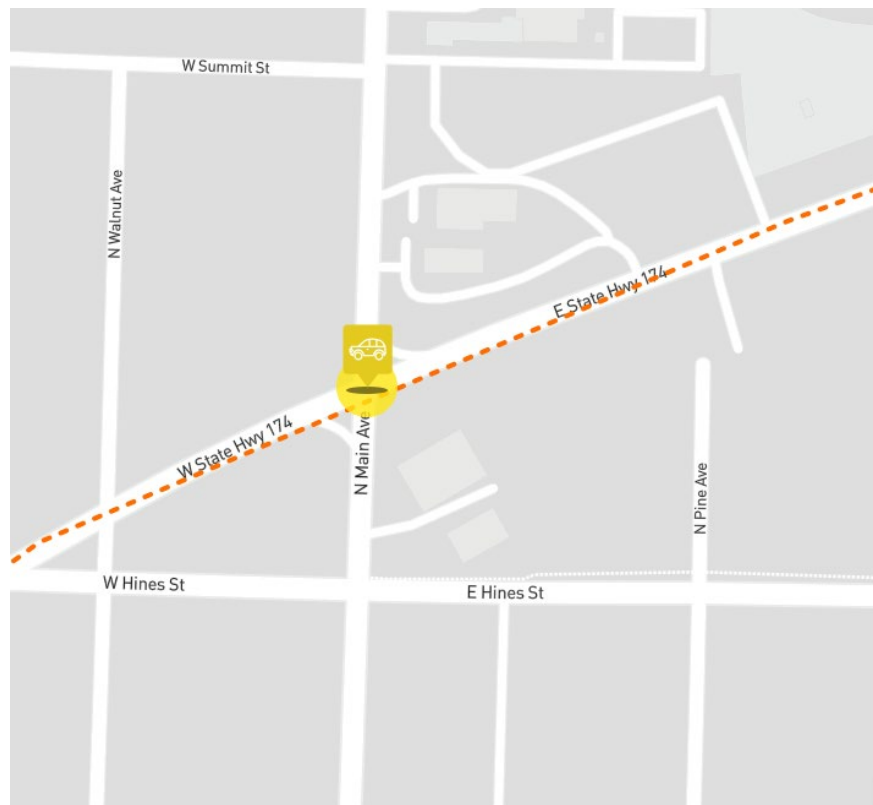
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** James River Freeway noise

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

**Date received:** 09/15/2021

**Received through:** Map-A-Concern

**Contact Name:** Shirley Moore

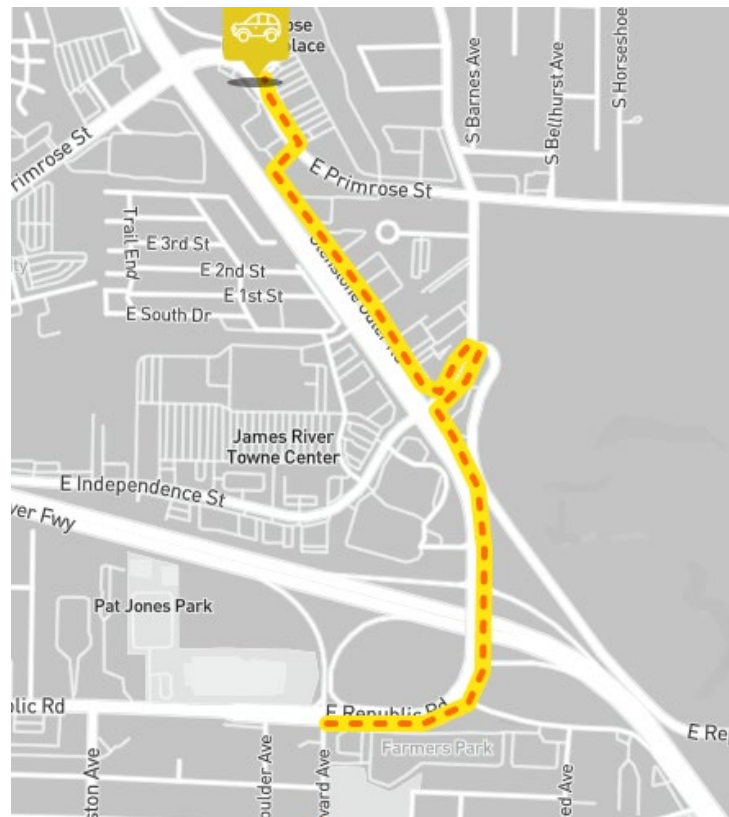
**Contact Email/Ph #:** not available

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

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

**Original Map-A-Concern Comment**

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



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





## PUBLIC COMMENT



**Area of concern:** Kansas Expressway

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

**Date received:** 09/15/2021

**Received through:** Map-A-Concern

**Contact Name:** Amy

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

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

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

**Original Map-A-Concern Comment**

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



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



## PUBLIC COMMENT



**Area of concern:** Kearney and West ByPass

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

**Date received:** 09/15/2021

**Received through:** Map-A-Concern

**Contact Name:** Glen Healy

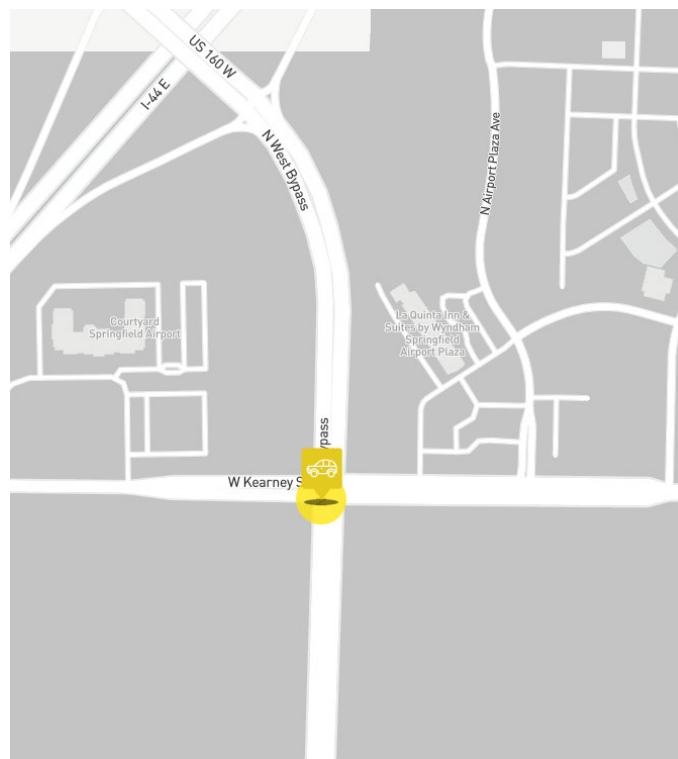
**Contact Email/Ph #:** not available

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

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

**Original Map-A-Concern Comment**

This intersection desperately needs right turn lanes.



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



## PUBLIC COMMENT



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

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

**Date received:** 09/08/2021

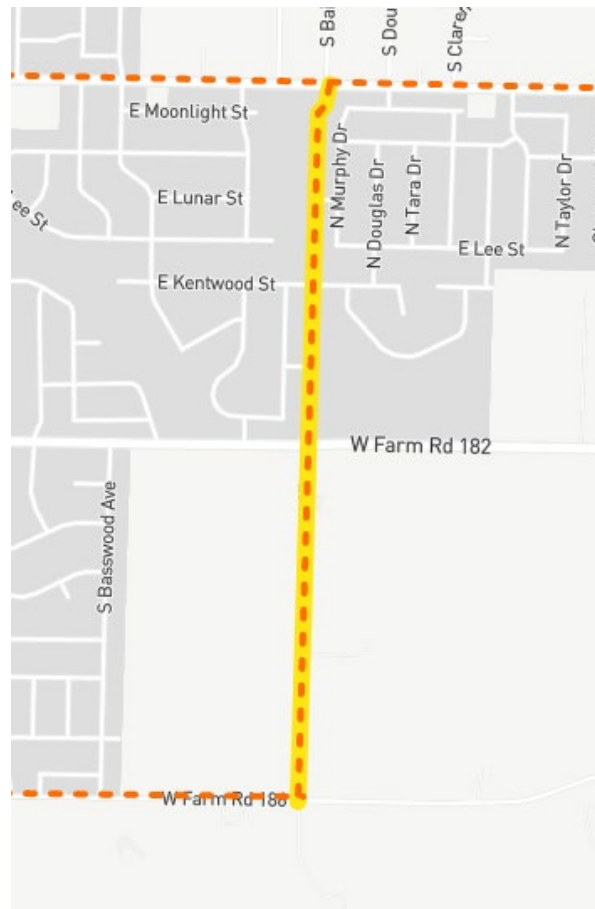
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 60 at Andy's

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

**Date received:** 09/08/2021

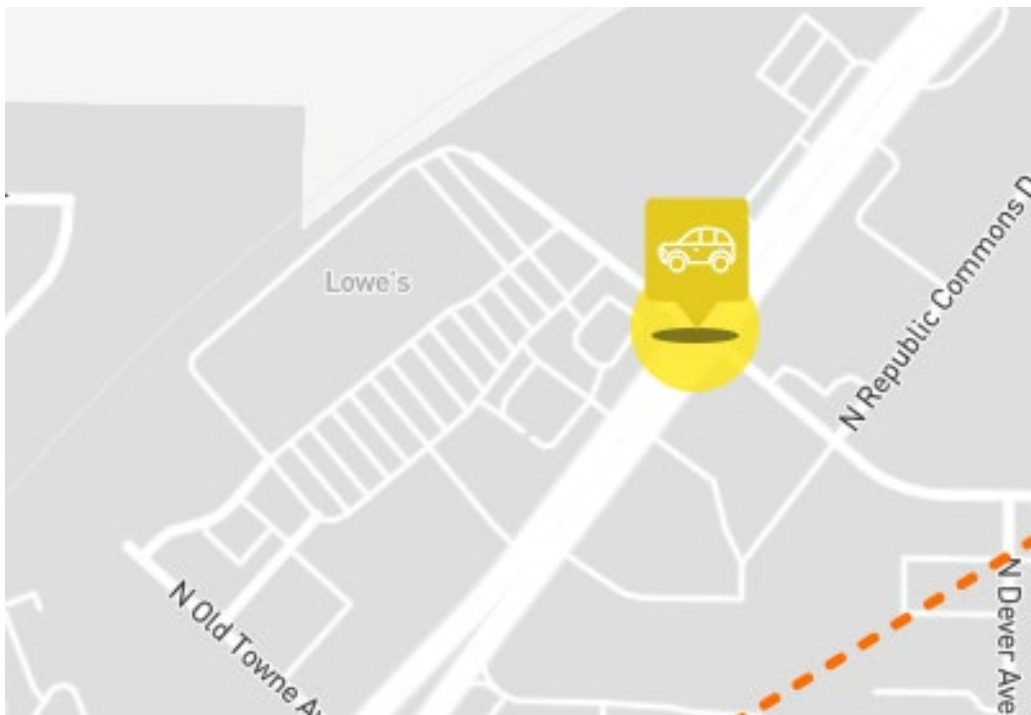
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



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

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

**Date received:** 09/08/2021

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

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway M and Farm Road 168

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

**Date received:** 09/08/2021

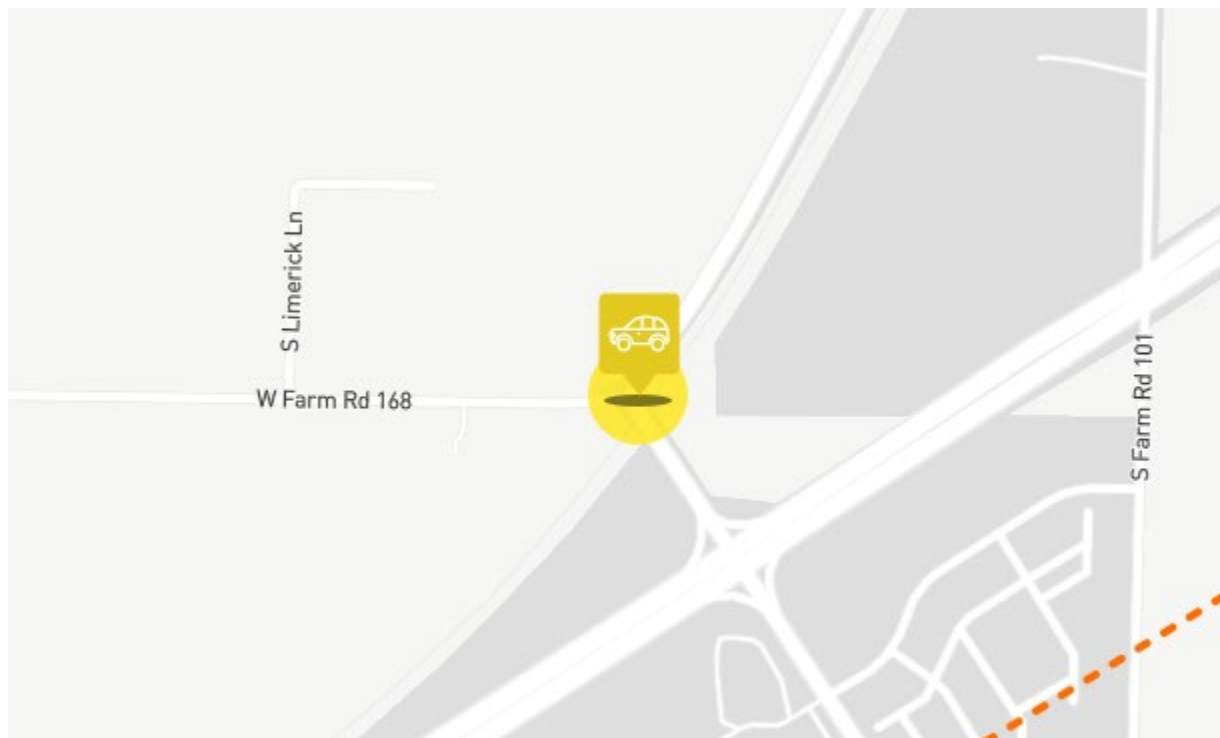
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

*Map*



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



## PUBLIC COMMENT



**Area of concern:** Highway ZZ to Hwy M – sidewalk to school/bike lane

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

**Date received:** 09/08/2021

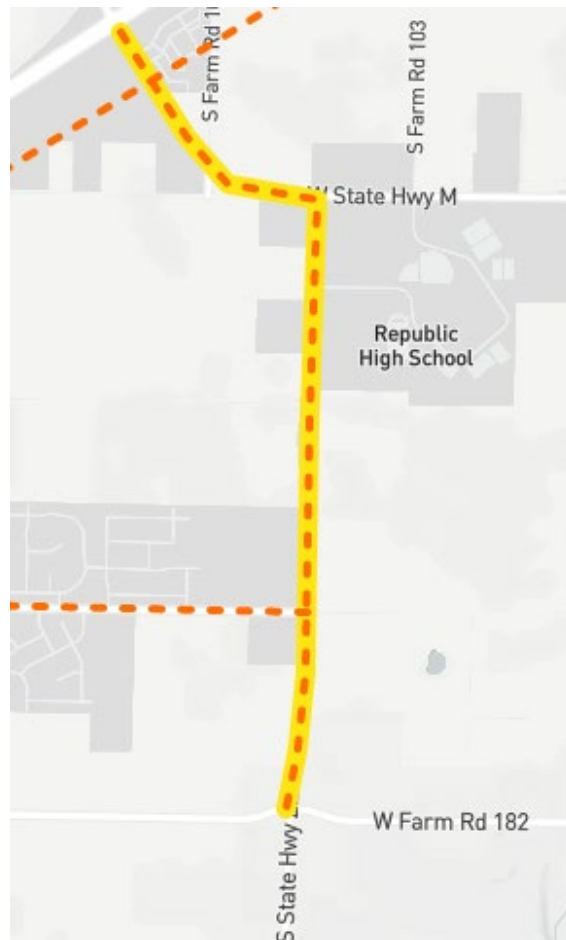
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

**Comment:** If a designated bike lane and sidewalk were added then kids would have the ability to safely walk/bike to school.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Hines and Lynn

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

**Date received:** 09/08/2021

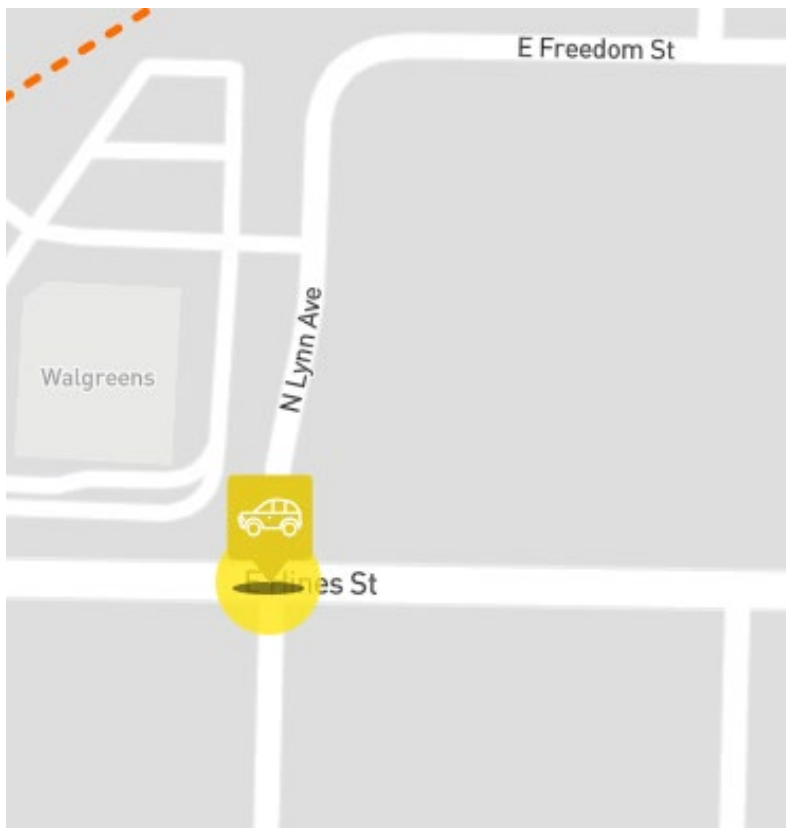
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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





## PUBLIC COMMENT



**Area of concern:** Hines from Oakwood to Highway ZZ

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

**Date received:** 09/08/2021

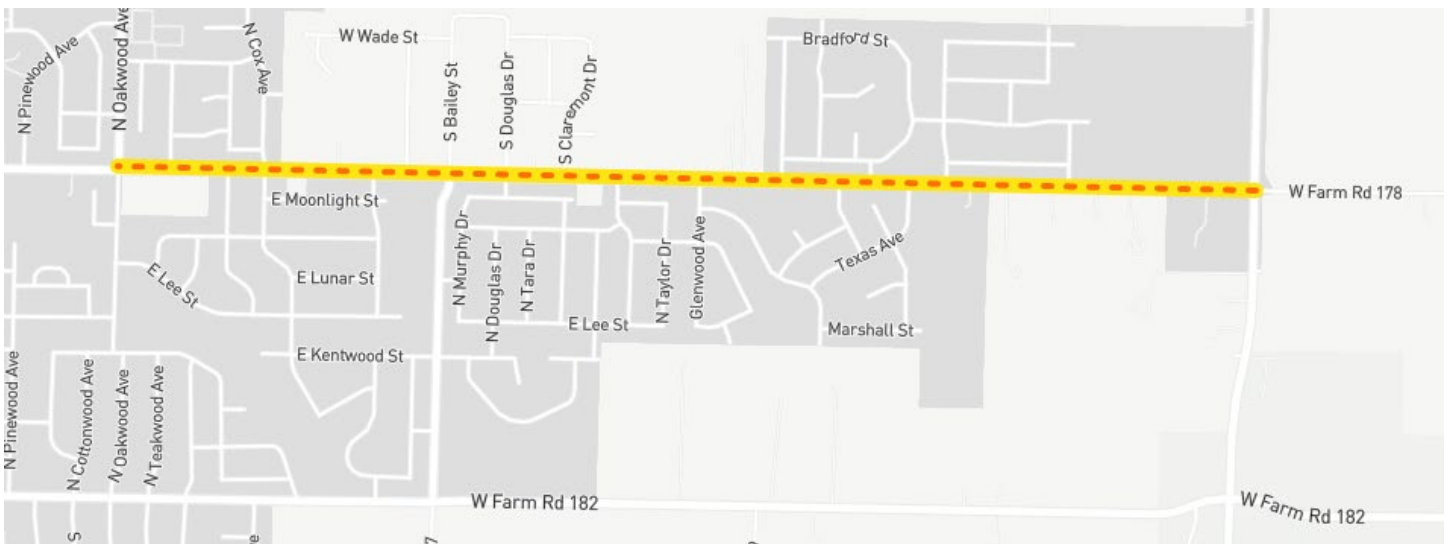
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



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

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

**Date received:** 09/08/2021

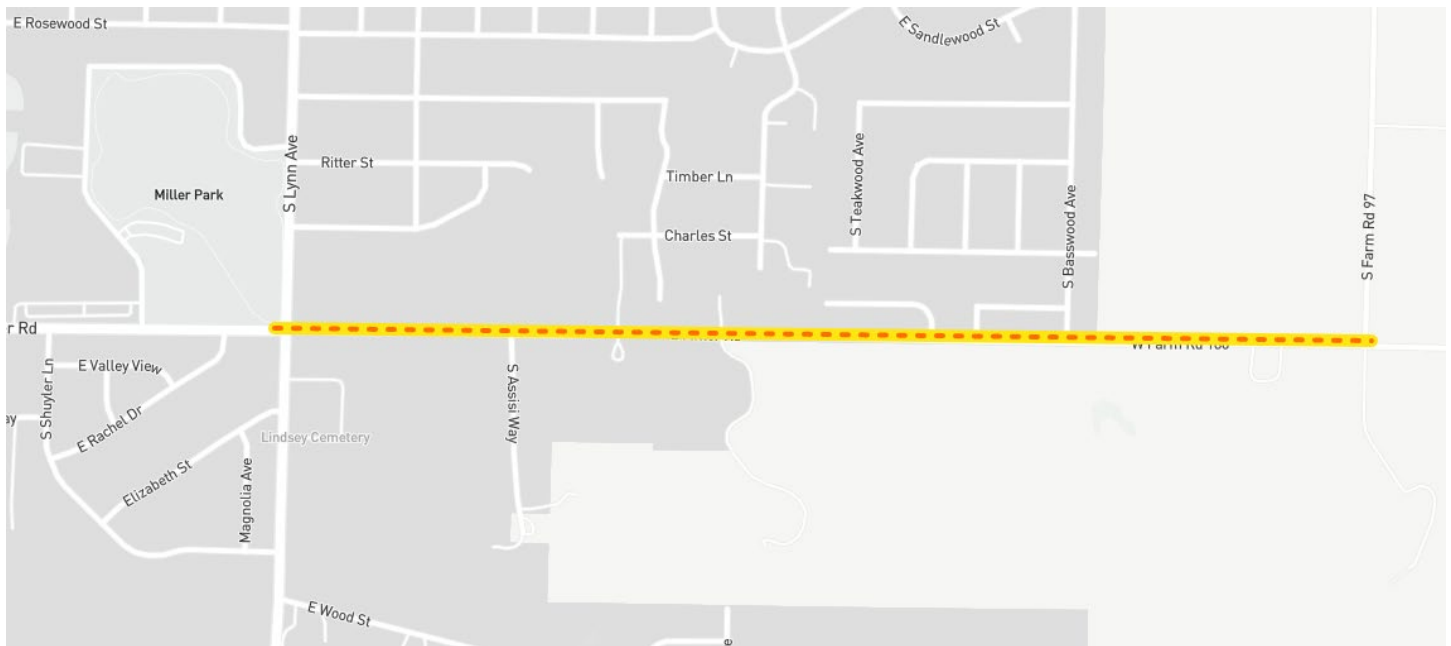
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Wilson's Creek Trail Expansion

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

**Date received:** 09/08/2021

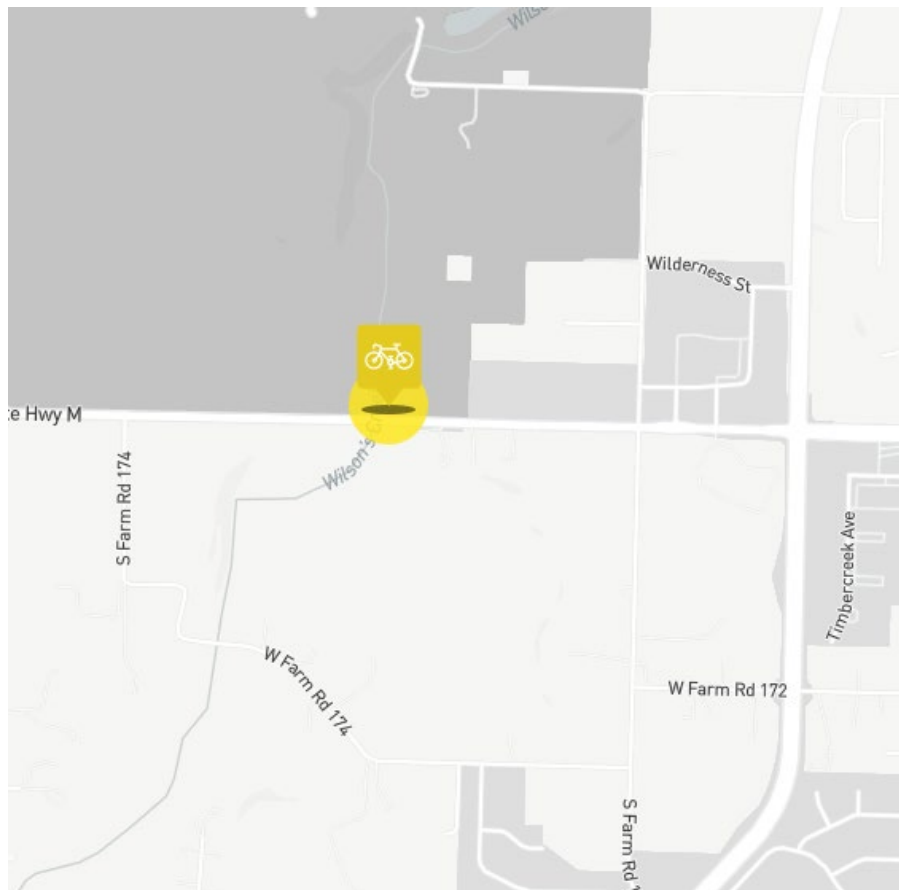
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway CC and Main

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

**Date received:** 09/03/2021

**Received through:** Map-A-Concern

**Contact Name:** Amanda Swanson

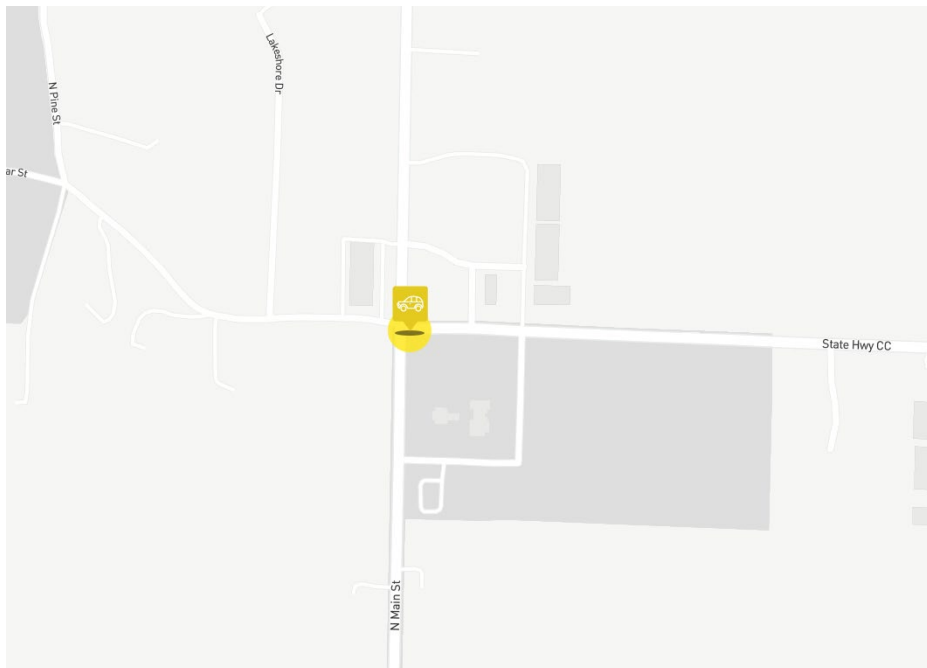
**Contact Email/Ph #:** not available

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

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

**Original Map-A-Concern Comment**

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



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



## PUBLIC COMMENT



**Area of concern:** Sunshine Street Crosswalk at HyVee

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

**Date received:** 09/01/2021

**Received through:** Email

**Contact Name:** Morey Mechlin

**Contact Email/Ph #:** moreymechlin@me.com

**Contact Address:** 2533 East Ottawa St, Springfield, 65804

**Email:**

Hi Andy,

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

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

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

Sincerely,  
Morey Mechlin

**OTO Response 09/01/2021:**

Morey,

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

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

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

Thanks,

Andy Thomason, AICP



## PUBLIC COMMENT



**Area of concern:** CC and Main

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

**Date received:** 08/30/2021

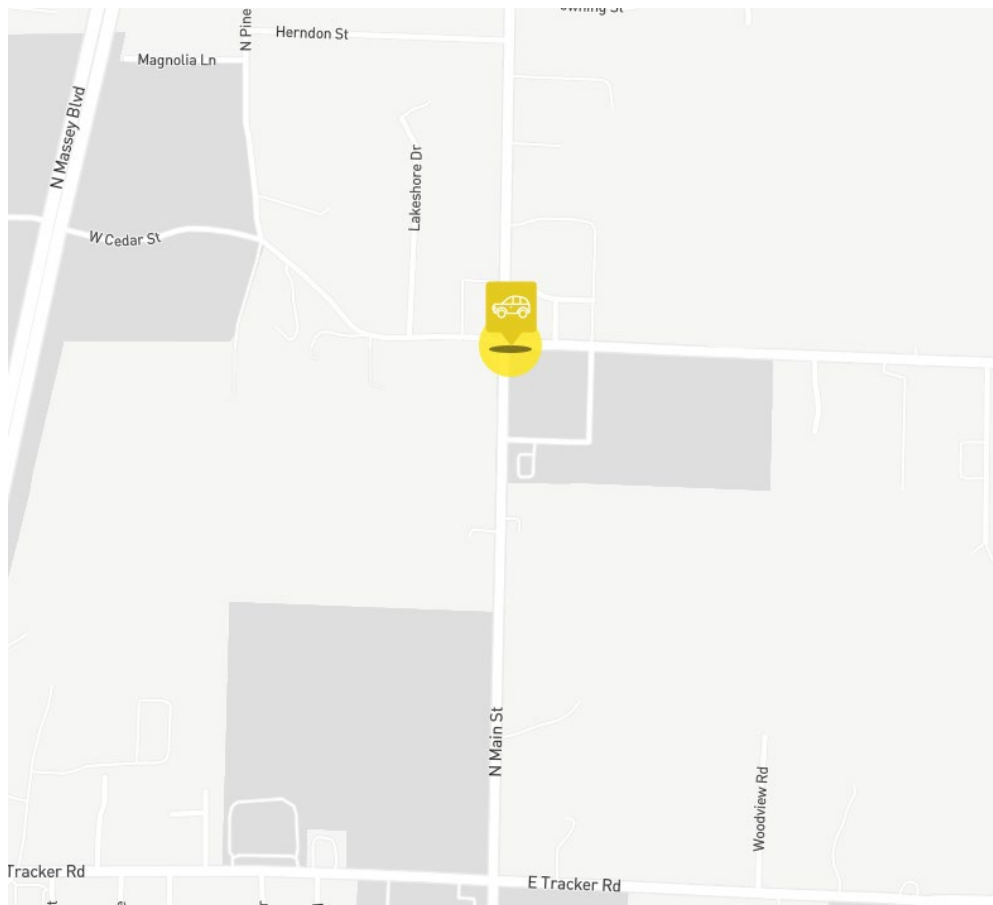
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Tracey Byrd

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** CC and Old Castle Road

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

**Date received:** 08/31/2021

**Received through:** Map-A-Concern

**Contact Name:** Charles Nelson

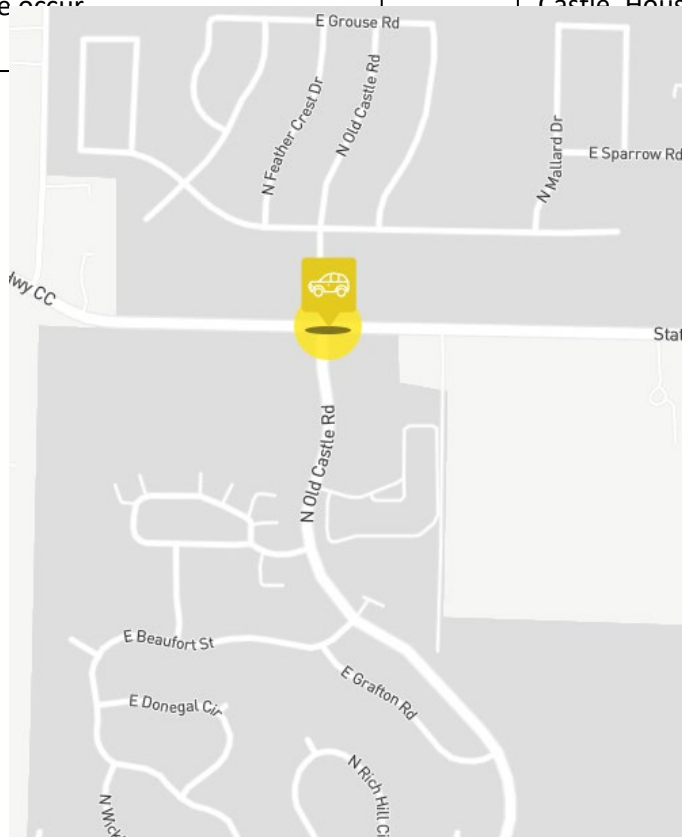
**Contact Email/Ph #:** not available

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

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

**Original Map-A-Concern Comment**

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



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



## PUBLIC COMMENT



**Area of concern:** CC and Old Castle

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

**Date received:** 08/30/2021

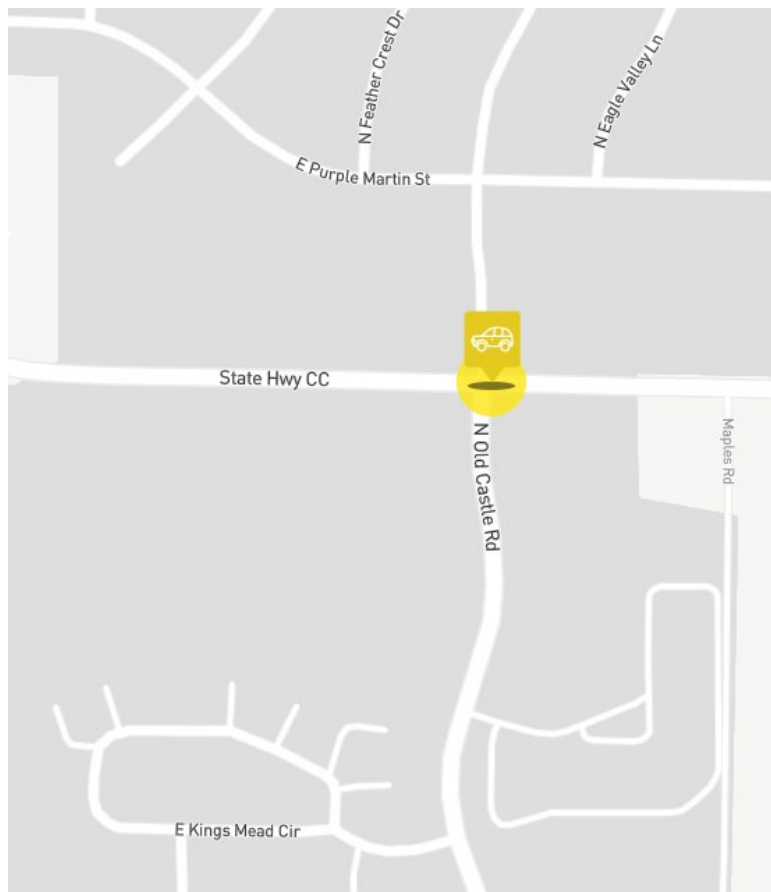
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Jessica Rouhani

**Contact Email/Ph #:**

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

### Map



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





## PUBLIC COMMENT



**Area of concern:** Cherry Street near Pickwick Ave

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

**Date received:** 08/23/2021

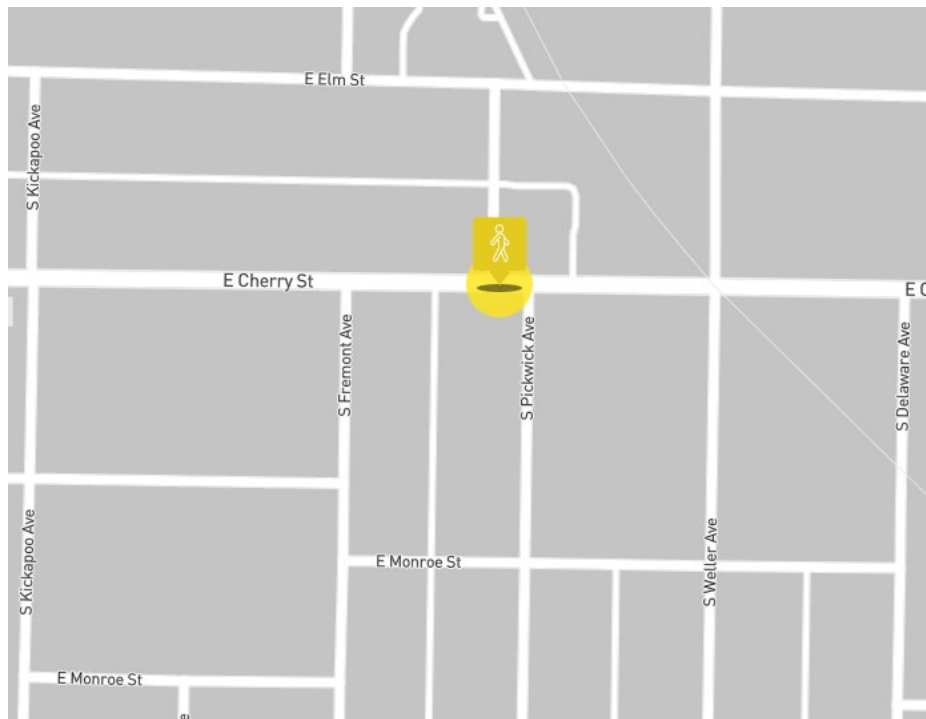
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Sara Rabberman

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Crosswalks to Sunshine east of Glenstone

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

**Date received:** 07/20/2021

**Received through:** Email

**Contact Name:** Morey Mechlin

**Contact Email/Ph #:** [moreymechlin@me.com](mailto:moreymechlin@me.com)

**Contact Address:** 2533 East Ottawa St, Springfield, 65804

**Email chain:**

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

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

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

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

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

Sincerely,

Morey Mechlin  
2533 East Ottawa Street  
Springfield, MO 65804

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



## PUBLIC COMMENT



**Area of concern:** Elegant and King Carriage Blvd

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

**Date received:** 08/30/2021

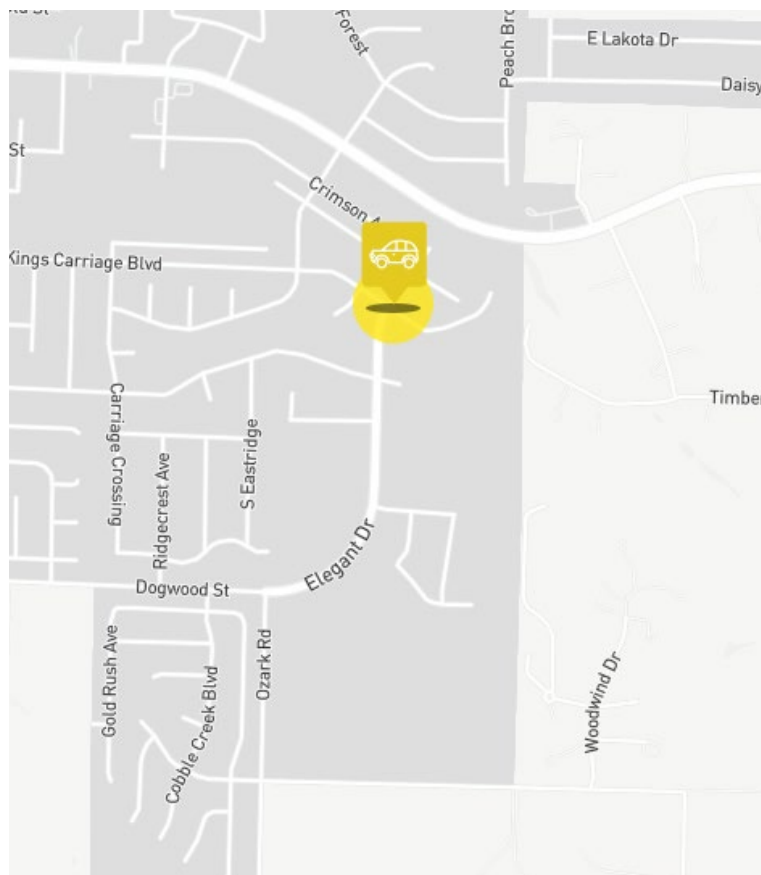
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Ryan Wittum

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



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

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

**Date received:** 08/19/2021

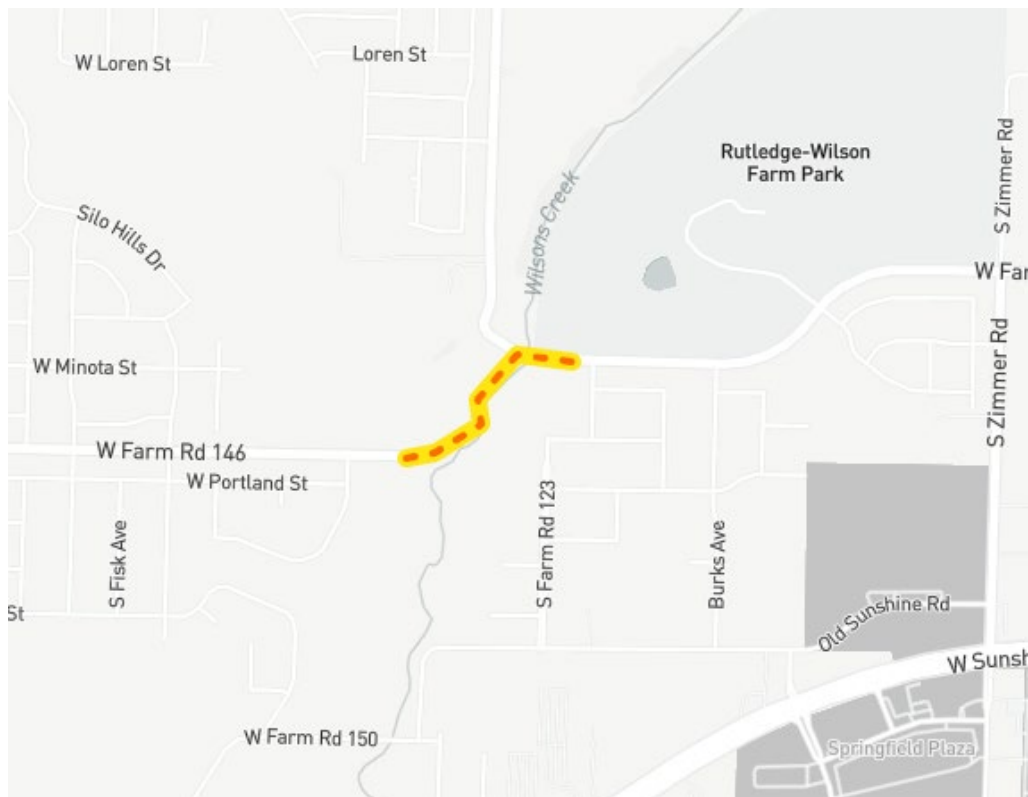
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Matt

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Glenstone from McClernon to Valley Water Mill

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

**Date received:** 08/30/2021

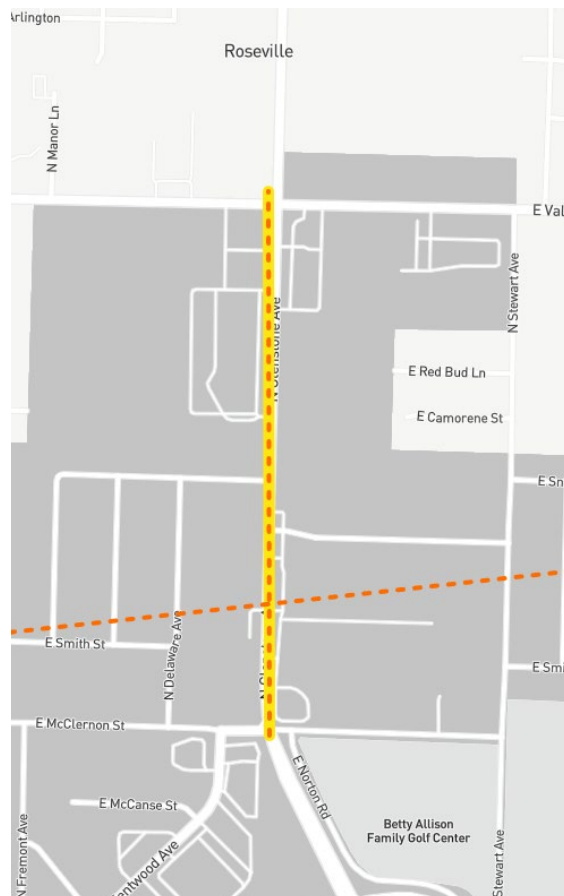
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** B Carter

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Halltown Exit Ramp

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

**Date received:** 08/31/2021

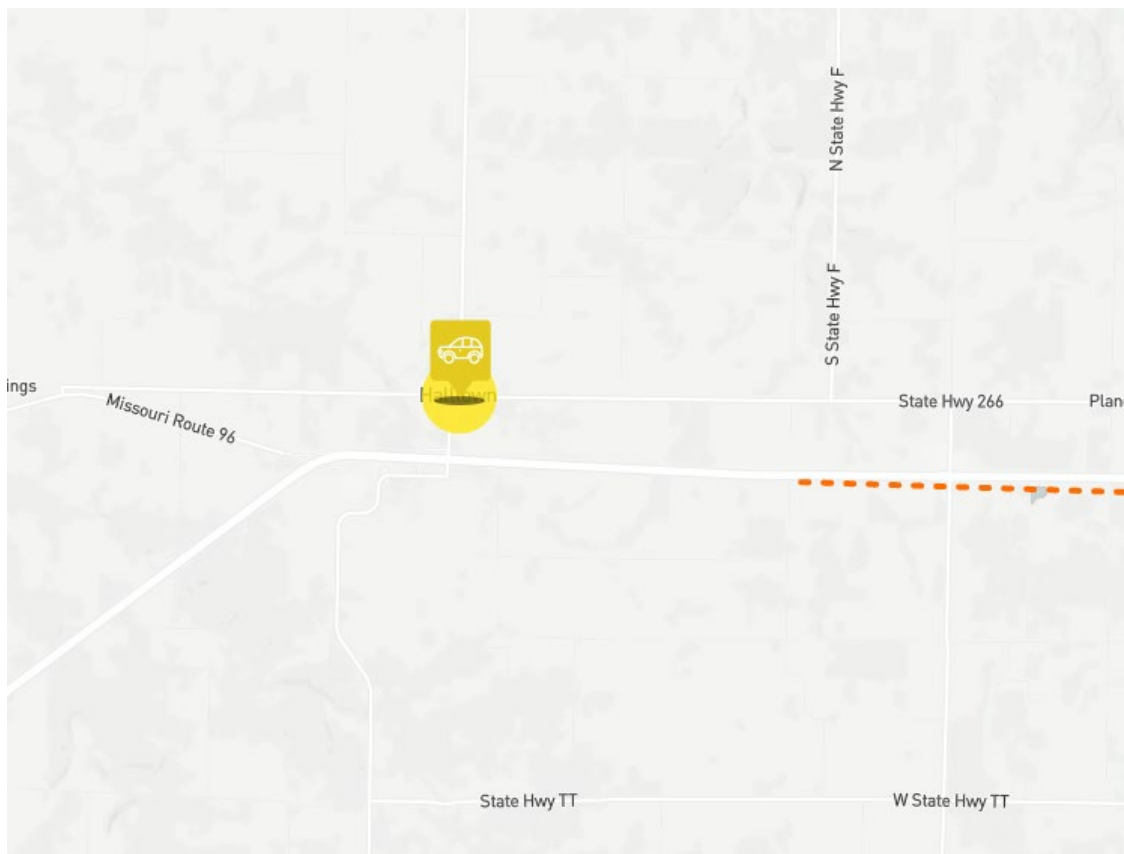
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Tammy Edwards

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 60 and Main

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

**Date received:** 08/25/2021

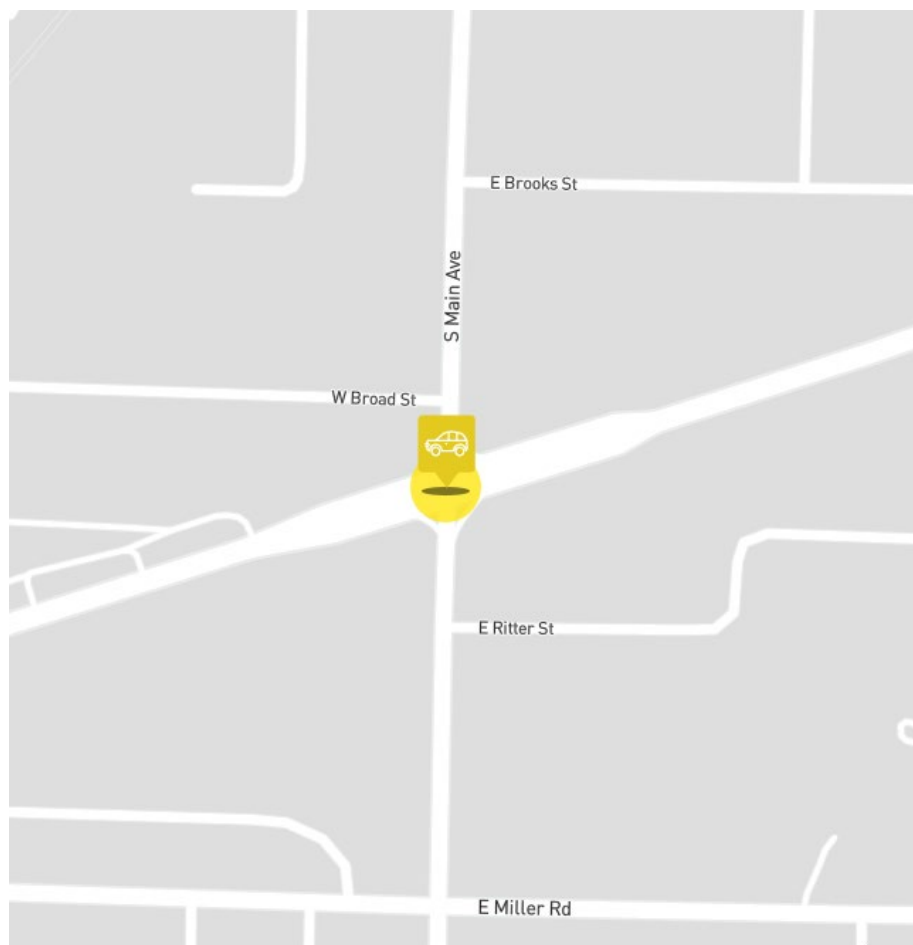
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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





## PUBLIC COMMENT



**Area of concern:** Oakwood and Highway 60

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

**Date received:** 08/25/2021

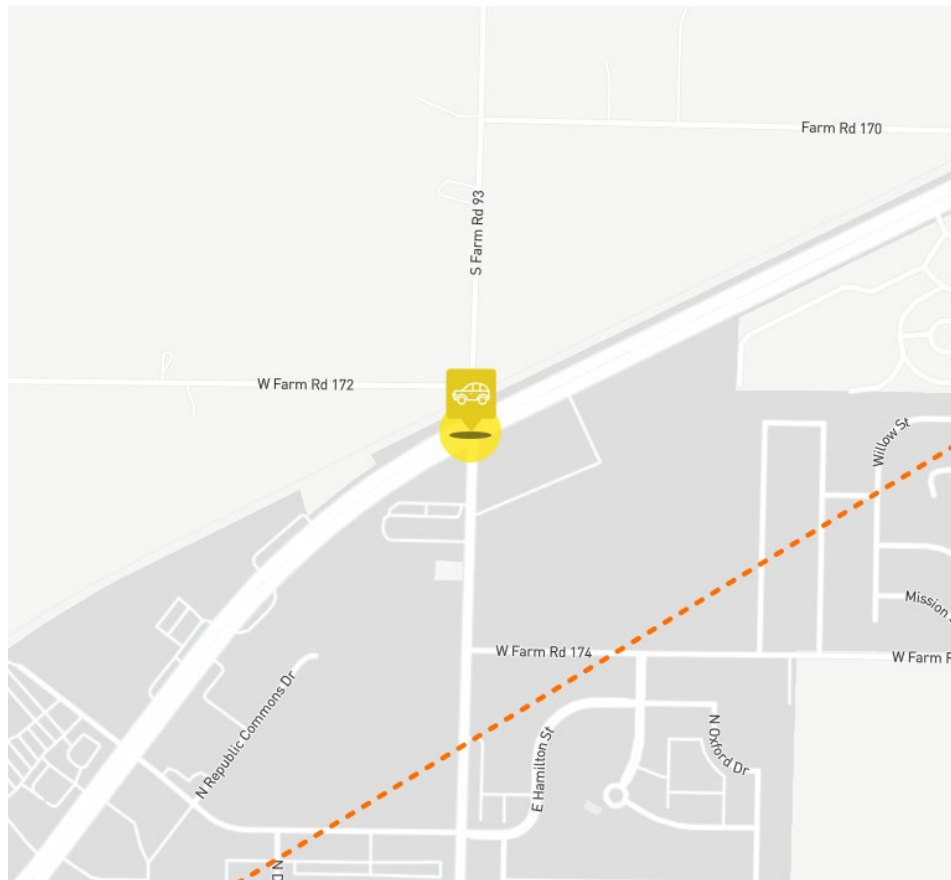
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 60 – Republic to Monett

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

**Date received:** 08/31/2021

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

**Contact Name:** Kathleen

**Contact Email/Ph #:**

**Comment:** More attention needs to be paid to the corridor between Monett and Republic. I wish on the [https://media.ozarkstransportation.org/documents/DraftDestination2045\\_08122021.pdf](https://media.ozarkstransportation.org/documents/DraftDestination2045_08122021.pdf) document they would have included Lawrence County residents, commute data, etc. Most commute to Springfield. This area does not get the attention it needs. There aren't even double lanes or appropriate passing lanes like they have on the 60 corridor to the east of Springfield.

**Map**



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



## PUBLIC COMMENT



**Area of concern:** Highway 65

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

**Date received:** 08/30/2021

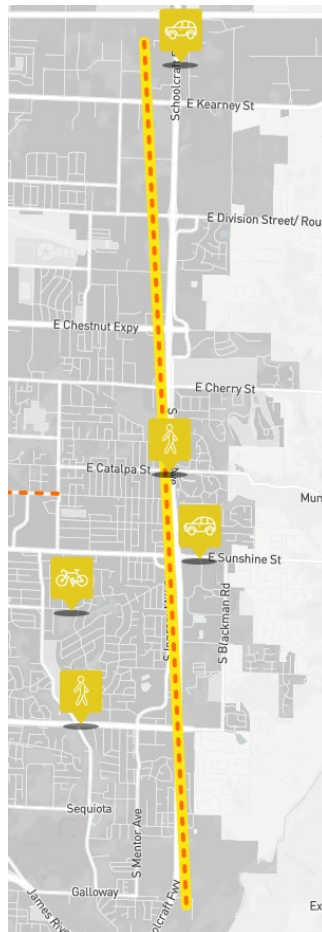
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Daniel Smithson

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** I-44

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

**Date received:** 08/30/2021

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

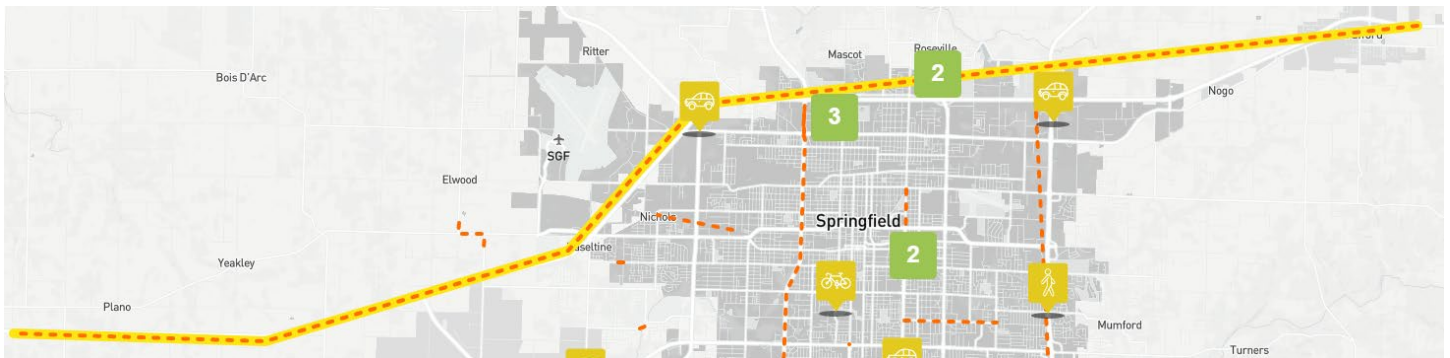
**Contact Name:** Daniel Smithson

**Contact Email/Ph #:**

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

### Map

(Highlighted line)



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



## PUBLIC COMMENT



**Area of concern:** Republic Road at Campbell

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

**Date received:** 08/30/2021

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

**Contact Name:** Missy Oh

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



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

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

**Date received:** 08/25/2021

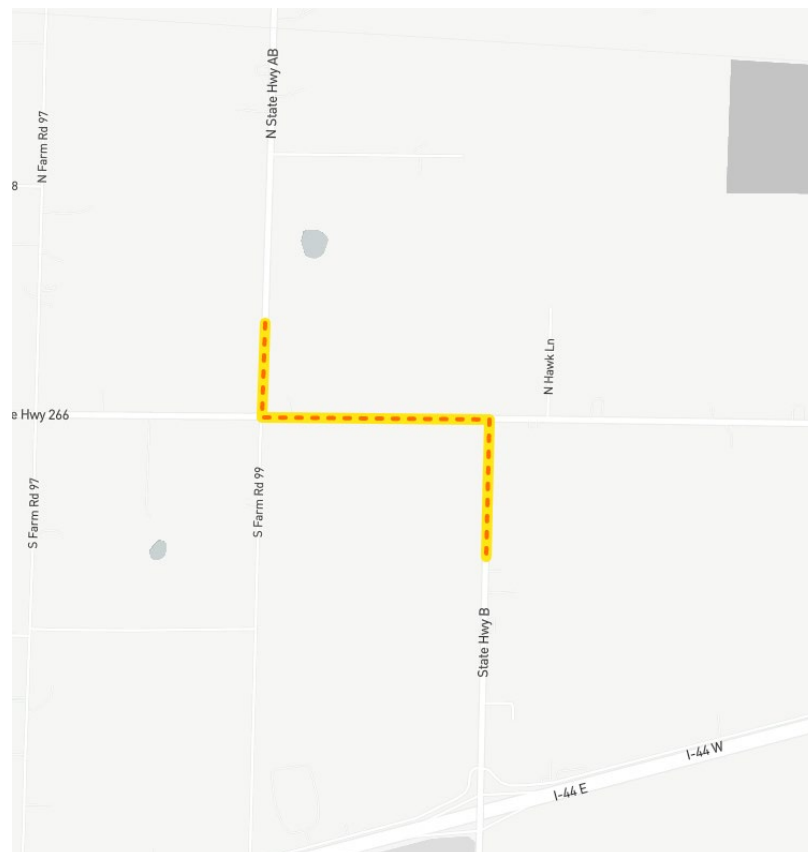
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** None

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Trail near Campbell and Weaver Road

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

**Date received:** 08/31/2021

**Received through:** Map-A-Concern

**Contact Name:** Leslie Skorick

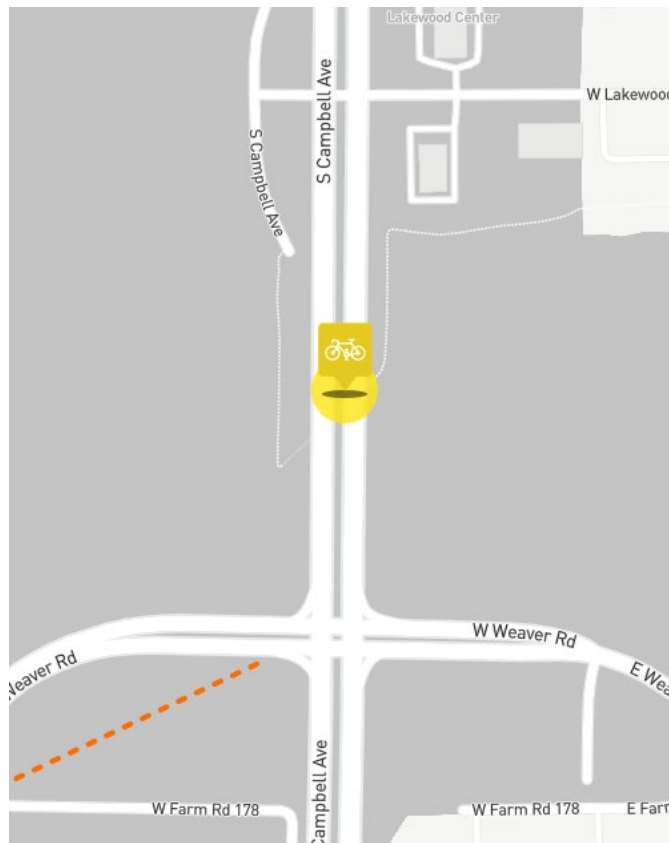
**Contact Email/Ph #:** not available

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

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

**Original Map-A-Concern Comment**

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



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

**TAB 3**



## BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM II.A.

### Financial Statements for the Fourth Quarter 2020-2021 Budget Year

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

##### **AGENDA DESCRIPTION:**

Included for consideration are the fourth quarter financial statements for the 2020-2021 Budget Year. This period includes April 1, 2021, through June 30, 2021. The fourth quarter expenses total 80.0 percent of budget. The revenue was 74.3 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

##### Section One – OTO Operational Financial Statements

- Balance Sheet  
The current outstanding liabilities include:
  - \$15,954.38 – Purchasing Card
  - -\$1,241.89 – FSA Accounts
  - \$10,285.66 – In outstanding checks
  - \$24,998.15 -- **Total**
- Operating Fund Balance Report shows the OTO has a fund balance of \$454,837.53 at the end of June. This balance is within the 3-6 month range set for expenses.
- Profit and Loss Statement  
During this period, revenue exceeded expenses in the amount of -\$39,039.61.
- Budget vs. Actual  
The OTO budgeted expenses in the amount of \$894,746.00 for the budget year. Actual expenses at the end of the fourth quarter are \$715,673.00. This is 80.0 percent of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of -\$34,437.71.

##### Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet  
The UPWP Financial statements include the amount in-Kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP budgeted expenses were \$942,940.00 once the in-kind expense is included.  
  
The OTO utilized \$19,460.95 of in-Kind match income during the fourth quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.
- Unified Planning Work Program Progress Report – 4th Quarter

This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to accept the Fourth Quarter Financial Statements for the 2020-2021 Budget Year."

OR

"Move to return to staff the Fourth Quarter Financial Statements for the 2020-2021 Budget Year in order to..."

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of June 30, 2021

---

	Jun 30, 21
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Checking/Savings</b>	
ICS Depositor Control Account	339,225.23
Southern Bank--Money Market	60,773.36
Southern Bank-Sm Bus Checking	69,551.43
<b>Total Checking/Savings</b>	469,550.02
<b>Total Current Assets</b>	469,550.02
<b>TOTAL ASSETS</b>	<b>469,550.02</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Credit Cards</b>	
Central Bank--Purchasing Card	15,954.38
<b>Total Credit Cards</b>	15,954.38
<b>Other Current Liabilities</b>	
Dependent FSA - Employee 015	68.03
Health FSA - Employee 003	355.93
Health FSA - Employee 004	-754.00
Health FSA - Employee 015	295.89
Health FSA - Employee 016	-1,250.05
Health FSA - Employee 022	42.31
<b>Total Other Current Liabilities</b>	-1,241.89
<b>Total Current Liabilities</b>	14,712.49
<b>Total Liabilities</b>	14,712.49
<b>Equity</b>	
Unrestricted Net Assets	489,275.24
Net Income	-34,437.71
<b>Total Equity</b>	454,837.53
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>469,550.02</b>

**Ozarks Transportation Organization**  
**Operating Fund Balance Report**  
**FY 2021**

**Monthly Ending Balance**

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	\$337,236.95	\$180,490.55	\$65,183.83	\$582,911.33
8/31/2020	\$337,738.50	\$150,536.79	\$78,977.52	\$567,252.81
9/30/2020	\$338,224.60	\$150,567.72	\$6,849.66	\$495,641.98
10/31/2020	\$338,402.07	\$90,587.36	\$66,931.36	\$495,920.79
11/30/2020	\$338,513.29	\$75,605.08	\$127,660.12	\$541,778.49
12/31/2020	\$338,628.26	\$95,643.57	\$36,309.01	\$470,580.84
1/31/2021	\$338,737.73	\$65,668.53	\$58,232.78	\$462,639.04
2/28/2021	\$338,828.67	\$110,684.75	\$72,775.48	\$522,288.90
3/31/2021	\$338,929.39	\$110,717.65	\$52,357.57	\$502,004.61
4/30/2021	\$339,026.90	\$80,744.27	\$88,889.89	\$508,661.06
5/31/2021	\$339,127.68	\$60,763.04	\$104,638.66	\$504,529.38
6/30/2021	\$339,225.23	\$60,773.36	\$79,837.09	\$479,835.68

**Balance After Liabilities**

Southern Bank & ICS Balances 06/30/2021	\$479,835.68
Outstanding Checking Withdrawals	-\$10,285.66
Other Outstanding Liabilities	-\$14,712.49
Total Equity 6/30/2021	<b>\$454,837.53</b>

**FY 2020-21 UPWP Budget**

**\$942,940.00**

**3 months of expenses**

**\$235,735.00**

**6 months of expenses**

**\$471,470.00**

# Ozarks Transportation Organization

## Operational Profit & Loss

April through June 2021

	Apr - Jun 21
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
Interest Income	390.02
Miscellaneous Revenue	47.01
<b>Total Other Types of Income</b>	437.03
OTO Revenue	
Consolidated Planning Grant CPG	154,518.13
<b>Total OTO Revenue</b>	154,518.13
<b>Total Income</b>	154,955.16
<b>Gross Profit</b>	154,955.16
<b>Expense</b>	
Bank Fees	21.66
<b>Building</b>	
Building Lease	13,515.00
Common Area Main Exp	5,726.28
Maintenance	1,280.00
Office Cleaning	987.00
Utilities	631.37
<b>Total Building</b>	22,139.65
<b>Commodities</b>	
Office Supplies/Furniture	1,991.59
OTO Promotional Items	53.75
Publications	234.86
<b>Total Commodities</b>	2,280.20
<b>Information Technology</b>	
Computer Upgrades/Equip Replace	10,176.59
Data Storage/Backup	1,017.00
GIS Licenses	5,050.00
IT Maintenance Contract	2,262.00
Software	1,593.99
Webhosting	83.85
<b>Total Information Technology</b>	20,183.43
<b>Insurance</b>	
Errors & Omissions	2,968.00
<b>Total Insurance</b>	2,968.00
<b>Operating</b>	
Copy Machine Lease	
Lease Principal Expense	48.00
Maintenance for Copier	156.00
Toner & Overages	133.50
Copy Machine Lease - Other	405.75
<b>Total Copy Machine Lease</b>	743.25
Dues/Memberships	2,492.00
<b>Education/Training/Travel</b>	
Hotel	119.57
Travel Miscellaneous	5.76
Education/Training/Travel - Other	275.00
<b>Total Education/Training/Travel</b>	400.33

**Ozarks Transportation Organization**  
**Operational Profit & Loss**

April through June 2021

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	Apr - Jun 21
Food/Meeting Expense	609.67
Postage/Postal Services	248.10
Printing/Mapping Services	9,087.20
Staff Mileage Reimbursement	391.77
Telephone/Internet	1,126.08
<b>Total Operating</b>	<b>15,098.40</b>
<b>Personnel</b>	
Mobile Data Plans	315.00
Payroll Services	544.65
Salaries	113,652.72
<b>Total Personnel</b>	<b>114,512.37</b>
<b>Services</b>	
Professional Services (Legal &	3,311.06
TIP Tool Maintenance	9,600.00
Travel Demand Model Update	3,880.00
<b>Total Services</b>	<b>16,791.06</b>
<b>Total Expense</b>	<b>193,994.77</b>
<b>Net Ordinary Income</b>	<b>-39,039.61</b>
<b>Net Income</b>	<b>-39,039.61</b>

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 2020 through June 2021

	Jul '20 - Jun 21	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	3,086.84	6,000.00	-2,913.16	51.4%
Miscellaneous Revenue	229.15			
<b>Total Other Types of Income</b>	3,315.99	6,000.00	-2,684.01	55.3%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	489,759.09	654,352.00	-164,592.91	74.8%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	99,654.51	100,000.00	-345.49	99.7%
<b>Total OTO Revenue</b>	677,919.30	910,543.00	-232,623.70	74.5%
<b>Total Income</b>	681,235.29	916,543.00	-235,307.71	74.3%
<b>Gross Profit</b>	681,235.29	916,543.00	-235,307.71	74.3%
<b>Expense</b>				
<b>Bank Fees</b>	21.66	30.00	-8.34	72.2%
<b>Building</b>				
Building Lease	52,340.00	52,125.00	215.00	100.4%
Common Area Main Exp	17,831.28	19,950.00	-2,118.72	89.4%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	1,908.10	4,000.00	-2,091.90	47.7%
Office Cleaning	3,948.00	5,550.00	-1,602.00	71.1%
Utilities	2,691.33	3,500.00	-808.67	76.9%
<b>Total Building</b>	78,718.71	87,125.00	-8,406.29	90.4%
<b>Commodities</b>				
Office Supplies/Furniture	3,042.82	7,000.00	-3,957.18	43.5%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	1,722.81	2,000.00	-277.19	86.1%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	601.86	1,000.00	-398.14	60.2%
<b>Total Commodities</b>	5,367.49	15,000.00	-9,632.51	35.8%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	10,176.59	8,000.00	2,176.59	127.2%
Data Storage/Backup	4,303.00	4,400.00	-97.00	97.8%
GIS Licenses	5,050.00	5,500.00	-450.00	91.8%
IT Maintenance Contract	9,048.00	12,000.00	-2,952.00	75.4%
Software	3,871.81	4,900.00	-1,028.19	79.0%
Webhosting	2,109.41	2,300.00	-190.59	91.7%
<b>Total Information Technology</b>	34,558.81	37,100.00	-2,541.19	93.2%
<b>Insurance</b>				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	2,968.00	3,000.00	-32.00	98.9%
Professional Liability	2,720.00	2,700.00	20.00	100.7%
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%
<b>Total Insurance</b>	9,258.00	10,400.00	-1,142.00	89.0%



**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 2020 through June 2021

	Jul '20 - Jun 21	Budget	\$ Over Budget	% of Budget
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%
Lease Principal Expense	279.25	200.00	79.25	139.6%
Maintenance for Copier	624.00	650.00	-26.00	96.0%
Toner & Overages	385.50	3,200.00	-2,814.50	12.0%
Copy Machine Lease - Other	1,487.75			
<b>Total Copy Machine Lease</b>	<b>2,824.50</b>	<b>5,700.00</b>	<b>-2,875.50</b>	<b>49.6%</b>
Dues/Memberships	6,536.17	8,000.00	-1,463.83	81.7%
Education/Training/Travel				
Hotel	119.57			
Training	125.00			
Travel Miscellaneous	5.76			
Education/Training/Travel - Other	1,735.00	23,000.00	-21,265.00	7.5%
<b>Total Education/Training/Travel</b>	<b>1,985.33</b>	<b>23,000.00</b>	<b>-21,014.67</b>	<b>8.6%</b>
Food/Meeting Expense	1,281.76	4,300.00	-3,018.24	29.8%
Legal/Bid Notices	544.97	2,000.00	-1,455.03	27.2%
Postage/Postal Services	311.64	1,800.00	-1,488.36	17.3%
Printing/Mapping Services	9,113.20	14,000.00	-4,886.80	65.1%
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%
Staff Mileage Reimbursement	604.80	3,500.00	-2,895.20	17.3%
Telephone/Internet	4,574.25	5,000.00	-425.75	91.5%
<b>Total Operating</b>	<b>27,826.62</b>	<b>68,800.00</b>	<b>-40,973.38</b>	<b>40.4%</b>
<b>Personnel</b>				
Mobile Data Plans	2,070.00	3,240.00	-1,170.00	63.9%
Payroll Services	2,696.34	4,000.00	-1,303.66	67.4%
Salaries	472,003.23	529,811.00	-57,807.77	89.1%
<b>Total Personnel</b>	<b>476,769.57</b>	<b>537,051.00</b>	<b>-60,281.43</b>	<b>88.8%</b>
<b>Services</b>				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	3,845.00	4,640.00	-795.00	82.9%
Legislative Education	98.95	7,000.00	-6,901.05	1.4%
Long Range Plan Update	3,818.21	5,000.00	-1,181.79	76.4%
Professional Services (Legal &	27,309.98	50,000.00	-22,690.02	54.6%
TIP Tool Maintenance	19,200.00	9,600.00	9,600.00	200.0%
Trans Consult/Model Services	0.00	20,000.00	-20,000.00	0.0%
Travel Demand Model Update	3,880.00	15,000.00	-11,120.00	25.9%
Travel Sensing & Time Serv Proj	0.00	3,000.00	-3,000.00	0.0%
<b>Total Services</b>	<b>83,152.14</b>	<b>139,240.00</b>	<b>-56,087.86</b>	<b>59.7%</b>
<b>Total Expense</b>	<b>715,673.00</b>	<b>894,746.00</b>	<b>-179,073.00</b>	<b>80.0%</b>
<b>Net Ordinary Income</b>	<b>-34,437.71</b>	<b>21,797.00</b>	<b>-56,234.71</b>	<b>-158.0%</b>
<b>Net Income</b>	<b>-34,437.71</b>	<b>21,797.00</b>	<b>-56,234.71</b>	<b>-158.0%</b>

# OTO UPWP Financial Reports

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

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
April through June 2021

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	Apr - Jun 21
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	19,460.95
Interest Income	390.02
Miscellaneous Revenue	47.01
Total Other Types of Income	19,897.98
OTO Revenue	
Consolidated Planning Grant CPG	154,518.13
Total OTO Revenue	154,518.13
Total Income	174,416.11
Gross Profit	174,416.11
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	5,726.28
Maintenance	1,280.00
Office Cleaning	987.00
Utilities	631.37
Total Building	22,139.65
Commodities	
Office Supplies/Furniture	1,991.59
Publications	234.86
Total Commodities	2,226.45
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	13,096.35
Member Attendance at Meetings	6,364.60
Total In-Kind Match Expense	19,460.95
Information Technology	
Computer Upgrades/Equip Replace	10,176.59
Data Storage/Backup	1,017.00
GIS Licenses	5,050.00
IT Maintenance Contract	2,262.00
Software	1,593.99
Webhosting	83.85
Total Information Technology	20,183.43
Insurance	
Errors & Omissions	2,968.00
Total Insurance	2,968.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	133.50
Total Copy Machine Lease	743.25
Dues/Memberships	2,267.00
Education/Training/Travel	25.00

# Ozarks Transportation Organization

## UPWP Profit & Loss

April through June 2021

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	Apr - Jun 21
Food/Meeting Expense	609.67
Postage/Postal Services	248.10
Printing/Mapping Services	9,087.20
Staff Mileage Reimbursement	391.77
Telephone/Internet	1,126.08
<b>Total Operating</b>	<b>14,498.07</b>
<b>Personnel</b>	
Mobile Data Plans	315.00
Payroll Services	544.65
Salaries	113,652.72
<b>Total Personnel</b>	<b>114,512.37</b>
<b>Services</b>	
Professional Services (Legal &	3,311.06
TIP Tool Maintenance	9,600.00
Travel Demand Model Update	3,880.00
<b>Total Services</b>	<b>16,791.06</b>
<b>Total Expense</b>	<b>212,779.98</b>
<b>Net Ordinary Income</b>	<b>-38,363.87</b>
<b>Net Income</b>	<b>-38,363.87</b>

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
In-Kind Match, Donated Direct C	48,047.18	59,724.00	-11,676.82	80.4%
Interest Income	2,696.82	6,000.00	-3,303.18	44.9%
Miscellaneous Revenue	182.14			
<b>Total Other Types of Income</b>	50,926.14	65,724.00	-14,797.86	77.5%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	335,240.96	654,352.00	-319,111.04	51.2%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	99,654.51	100,000.00	-345.49	99.7%
<b>Total OTO Revenue</b>	523,401.17	910,543.00	-387,141.83	57.5%
<b>Total Income</b>	574,327.31	976,267.00	-401,939.69	58.8%
<b>Gross Profit</b>	574,327.31	976,267.00	-401,939.69	58.8%
<b>Expense</b>				
<b>Building</b>				
Building Lease	38,825.00	52,125.00	-13,300.00	74.5%
Common Area Main Exp	12,105.00	19,950.00	-7,845.00	60.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	2,961.00	5,550.00	-2,589.00	53.4%
Utilities	2,059.96	3,500.00	-1,440.04	58.9%
<b>Total Building</b>	56,579.06	87,125.00	-30,545.94	64.9%
<b>Commodities</b>				
Office Supplies/Furniture	1,051.23	7,000.00	-5,948.77	15.0%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,000.00	-633.00	36.7%
<b>Total Commodities</b>	1,418.23	10,500.00	-9,081.77	13.5%
<b>In-Kind Match Expense</b>				
Direct Cost - MoDOT Salaries	33,790.94	23,724.00	10,066.94	142.4%
Member Attendance at Meetings	14,256.24	36,000.00	-21,743.76	39.6%
<b>Total In-Kind Match Expense</b>	48,047.18	59,724.00	-11,676.82	80.4%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	3,286.00	4,400.00	-1,114.00	74.7%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	6,786.00	12,000.00	-5,214.00	56.6%
Software	2,277.82	4,900.00	-2,622.18	46.5%
Webhosting	2,025.56	2,300.00	-274.44	88.1%
<b>Total Information Technology</b>	14,375.38	37,100.00	-22,724.62	38.7%

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
<b>Insurance</b>				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,720.00	2,700.00	20.00	100.7%
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%
<b>Total Insurance</b>	<b>6,290.00</b>	<b>10,400.00</b>	<b>-4,110.00</b>	<b>60.5%</b>
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%
Lease Principal Expense	231.25	200.00	31.25	115.6%
Maintenance for Copier	468.00	650.00	-182.00	72.0%
Toner & Overages	252.00	3,200.00	-2,948.00	7.9%
Copy Machine Lease - Other	1,082.00			
<b>Total Copy Machine Lease</b>	<b>2,081.25</b>	<b>5,700.00</b>	<b>-3,618.75</b>	<b>36.5%</b>
Dues/Memberships	3,645.94	8,000.00	-4,354.06	45.6%
Education/Training/Travel				
Training	125.00			
Education/Training/Travel - Other	1,460.00	23,000.00	-21,540.00	6.3%
<b>Total Education/Training/Travel</b>	<b>1,585.00</b>	<b>23,000.00</b>	<b>-21,415.00</b>	<b>6.9%</b>
Food/Meeting Expense	672.09	4,300.00	-3,627.91	15.6%
Legal/Bid Notices	544.97	2,000.00	-1,455.03	27.2%
Postage/Postal Services	63.54	1,800.00	-1,736.46	3.5%
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%
Staff Mileage Reimbursement	213.03	3,500.00	-3,286.97	6.1%
Telephone/Internet	3,448.17	5,000.00	-1,551.83	69.0%
<b>Total Operating</b>	<b>12,329.99</b>	<b>68,800.00</b>	<b>-56,470.01</b>	<b>17.9%</b>
<b>Personnel</b>				
Mobile Data Plans	1,755.00	3,240.00	-1,485.00	54.2%
Payroll Services	2,151.69	4,000.00	-1,848.31	53.8%
Salaries	358,253.82	529,811.00	-171,557.18	67.6%
<b>Total Personnel</b>	<b>362,160.51</b>	<b>537,051.00</b>	<b>-174,890.49</b>	<b>67.4%</b>
<b>Services</b>				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	3,845.00	4,640.00	-795.00	82.9%
Long Range Plan Update	3,818.21	5,000.00	-1,181.79	76.4%
Professional Services (Legal & TIP Tool Maintenance	23,998.92	50,000.00	-26,001.08	48.0%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
	0.00	20,000.00	-20,000.00	0.0%

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
 July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	3,000.00	-3,000.00	0.0%
<b>Total Services</b>	66,262.13	132,240.00	-65,977.87	50.1%
<b>Total Expense</b>	567,462.48	942,940.00	-375,477.52	60.2%
<b>Net Ordinary Income</b>	6,864.83	33,327.00	-26,462.17	20.6%
<b>Net Income</b>	<b>6,864.83</b>	<b>33,327.00</b>	<b>-26,462.17</b>	<b>20.6%</b>

**Ozarks Transportation Organization  
Unified Planning Work Program Year End Report  
Period July 1, 2020 to June 30, 2021**

**Task 1 OTO General Administration 100% Complete**

**1.1 Financial Management**

OTO prepared and presented the FY 2020 quarterly and year-end financial reports, as well as the first, second, and third quarter reports for FY 2021. An accounting firm was hired to prepare the submit the monthly reimbursement requests. A new payroll system was implemented and biweekly payrolls were prepared and processed. The OTO accountant maintained the monthly budget and accounting functions. Dues were finalized for FY 2021 and calculated for FY 2022.

**1.2 Financial Audit**

An audit of the FY 2020 financial statements was conducted and accepted by the Board of Directors in December. There were no findings, and the OTO continues to maintain sound accounting practices.

**1.3 Unified Planning Work Program**

Staff prepared the FY 2020 UPWP Year-End Completion Report and submitted to MoDOT. One amendment and two administrative modifications were processed for the FY 2021 UPWP. The FY 2022 UPWP was prepared and approved with CPG agreements signed and a notice to proceed received before June 30, 2021.

**1.4 Travel and Training**

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

Transportation and General Planning

Speeding Up Slow Street Projects – July 1

Ethics for Planners – July 23

Webinar: Advancing Surface Transportation in an Election Year – July 30

Corridor Urbanism: Principles and Practice – July 31

Transit Pandemic Response and Recovery – August 7

Webinar – Perspectives on Resiliency Planning – August 14

OCITE Technical Conference – August 14, 21

MoDOT State Freight & Rail Plan - Steering Committee Meeting – Aug 17

Talking TIM Webinar – August 26

Advanced Air Mobility: Integrating the 3rd Dimension into Metro Planning Systems - Aug 28

Census Data Today: A Comprehensive Overview Webinar – Sept 9

Missouri Highway Safety Conference – Sept 29 - October 1

OCITE Chapter Meetings

APA Board Meetings

MPTA Meetings

AMPO Nominating Committee

GIS

2020 Esri User Conference (Virtual) - July 13 thru 16

Esri Training MOOC – Do It Yourself Geo Apps – July 29 thru Aug 26

August 2020 NPMRDS Quarterly Technical Assistance Webinar – Aug 6

GOTUG Quarterly Webinar: Crash and Incident Data - Sept 16



## AMPO GIS Working Group Quarterly Webinar - Sept 16

### Other

OTO Website Administration – July 21

LAGERS Disability and Survivor Benefits – July 22

Project Dox – July 28

Using the Nextiva App to Work from Home – Sept 15

COVID-10 Federal Relief Update – Sept 16

Families First Coronavirus Response Act (FFCRA) Training - Sept 24

Virtual Estate Planning Webinar – Sept 29

Staff attended the following training during the 2<sup>nd</sup> Quarter:

### Transportation and General Planning

Missouri Highway Safety Conference – 9/29-10/1

Missouri APA Annual Conference 10/8

Webinar – Funding Opportunity: Pilot Program for TOD 10/14

Missouri Chamber Transportation Summit 10/21-10/22

AMPO Annual Meeting 10/27-10/29

MoDOT State Freight & Rail Plan - Steering Committee Meeting 11/17

AMPO Active Transportation Working Group Webinar 12/10

Freight in the Southeast Conference 12/14-12/16

OCITE Chapter Meetings

APA Board Meetings

MPTA Meetings

### GIS

MO Transportation Safety Workshop Demonstration - 10/19

Esri Training MOOC: Spatial Data Science – 10/28 - 12/06

NPMRDS Quarterly Webinar - 11/5

Esri: Framework for Racial Equity and Community Outreach Webinar - 11/12

FHWA Webinar: Using GIS Data for Dashboards – 11/18

Esri Webinar: The Six Elements Required for Effective Civic Engagement - 11/18

GOTUG Quarterly Webinar: Handling Data for GIS – 12/2

AMPO GIS Group Quarterly Webinar – 12/8

### Other

Streetlight Data Introduction and Demonstration 10/20

Staff attended the following training during the 3<sup>rd</sup> Quarter:

### Transportation and General Planning

AMPO Census Bureau Briefing with Jennifer Zaroni – Urbanized Areas

Freight in the Southeast Conference Pt. 2/8-2/10

Spotlight on CRRSAA Funding for Section 5310 Programs – 2/9

Introduction to HIP-CRSSAA Guidance Memo Webinar – 3/10

Missouri APA Great Places Awards Presentation

OSITE Chapter Meetings

APA Board Meetings

MPTA Meetings

NACDD Walkability Community of Practice  
AMPO Meetings

GIS

UNC Highway Safety Center Improving Safety with Bicyclist/Pedestrian Road Safety Audits-1/6  
NPMRDS Quarterly Webinar - 2/4  
Making Maps Accessible in PDF Documents 3/1  
EPA Mapping Inequality Project Webinar 3/4  
AMPO GIS & Data Visualization Coffee Chat 3/4  
Esri: Introduction to ArcGIS Arcade Training 3/5  
FHWA Webinar: Leveraging GIS in ROW: The Vermont Statewide Property Parcel Map 2/17  
AMPO GIS & Data Visualization Working Group Quarterly Webinar – 3/31

Other

The Emotional Infrastructure of Places: Engaging Our Community Following the Pandemic – 3/11  
NADO Webinar: Indirect Cost Fundamentals – 3/24  
NADO Webinar: Playing Well With Others-Effective Collaboration in all Directions – 3/31

Staff attended the following training during the 4<sup>th</sup> Quarter:

Transportation and General Planning

Design Thinking – Utilizing Hand Graphics to Explore Ideas 4/16  
MO Transportation Safety Technical Assistance Workshop 4/29  
Information Forum on Technology and Transportation 4/29  
FHWA VPI Webinar: Engaging Traditionally Underserved Communities Using Virtual Public Involvement 5/4  
Walkability Community of Practice Peer Exchange 6/15  
Transportation Equity at USDOT Information Session 6/25  
Missouri APA Great Places Awards Presentation  
OSITE Chapter Meetings  
APA Board Meetings  
MPTA Meetings  
NACDD Walkability Community of Practice  
AMPO Meetings

GIS

NPMRDS Quarterly Webinar - 5/6  
AMPO Urbanized Area Working Group Meeting 5/7  
AMPO Peer Exchange on GIS and Equity 6/22 & 6/23  
Esri: Achieving Transportation Equity through GIS 6/30  
Esri Training: Getting Started with the Geodatabase 4/13  
EPA Mapping Inequality Project Webinar 3/4  
AMPO GIS & Data Visualization Coffee Chat 3/4  
Esri: Introduction to ArcGIS Arcade Training 3/5  
FHWA Webinar: Leveraging GIS in ROW: The Vermont Statewide Property Parcel Map 2/17  
AMPO GIS & Data Visualization Working Group Quarterly Webinar – 3/31

Other

Springfield Business Development Corporation Annual Meeting

## **1.5 General Administration and Contract Management**

Continued to track and monitor contracts and payments. Developed job description and began process of hiring for a Grants Administrator.

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

Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org), [www.giveusyourinput.org](http://www.giveusyourinput.org), [www.ototrailstudy.com](http://www.ototrailstudy.com) websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address security concerns and other IT support.

## **Task 2 OTO Committee Support 100% Complete**

### **2.1 OTO Committee Support**

Six Board of Directors, nine Technical Planning Committee, and eight Executive Committee meetings were held. Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Amendment 12 to *Transportation Plan 2040*
- Federal Functional Classification Change Request for McCracken Road in Ozark
- Amendment Five to the FY 2020-2023 TIP
- Major Thoroughfare Plan Variance Request
- Reasonable Progress Extension Requests
- OTO 2020 Public Participation Plan
- Year-End Financial Statements
- OTO Sunshine Law Custodian of Records
- Chesterfield Lofts, LLC Lease Renewal
- FY 2021 UPWP/Operational Budget Amendment One
- Amendment 6 to the FY 2020-2023 TIP
- Federal Functional Classification Change Request – City of Strafford – N. Orchard Drive, Stan Harriman Blvd. & E. Evergreen Street
- FY 2020 Independent Financial Statement Audit Report
- Financial Statements for 1<sup>st</sup> Quarter 2020-2021 Budget Year
- 2021 Legislative Priorities
- Annual Listing of Obligated Projects
- TPC Chair Rotation
- Appointment of 2021 OTO Officers
- Amendment 7 to the FY 2020-2023 TIP
- Safety, System Condition, System Performance, and Transit Safety Targets
- Amendment 8 to the FY 2020-2023 TIP
- 2nd Quarter Financial Statements for FY 2021
- Amendment 9 to the FY 2020-2023 TIP
- FY 2022 Operational Budget
- FY 2022 Unified Planning Work Program
- 3rd Quarter Financial Statements for FY 2021
- Additional Federal Funds Project Options to the FY 2022-2025 TIP
- Transportation Performance Management Planning Agreement

- Title VI/ADA Program
- Limited English Proficiency Plan

The following items were reviewed:

- Administrative Modification Five to the FY 2020-2023 TIP
- 2019 State of Transportation Report
- STIP Prioritization
- September 30, 2020 Federal Funds Balance Report
- Administrative Modifications Six and Seven to the FY 2020-2023 TIP
- 2019 State of Transportation Report
- 2021 Board of Directors and Technical Planning Committee Meeting Schedules
- UPWP Administrative Modification One
- OTO Growth Trends
- *Destination 2045*
- Administrative Modification Eight to the FY 2020-2023 TIP
- Regional Trail Plan
- Public Participation Plan Annual Evaluation
- Administrative Modifications Nine and Ten to the FY 2020-2023 TIP
- March 31 Federal Funds Balance Report

The Executive Committee had one closed session. Other meetings discussed 2021 legislative education priorities, an update on STIP prioritization, trail planning, COVID Relief Act Funds, FY 2022 budget proposal, Action Items, a proposal for additional federal funds, and a staffing plan with accompanying budget amendment.

Six Bicycle and Pedestrian Advisory Committee meetings were held. Discussion and Committee action worked toward the development of *Towards a Regional Trail System*, a standalone trail plan that will inform the development of *Destination 2045*. Work also began on the development of the CY 2020 Bicycle and Pedestrian Implementation Report.

Four Local Coordinating Board for Transit meetings were held. Discussion included status of 5310 vehicle orders, OATS services, COVID-19 impacts, and the Transit Coordination Plan update.

Two Traffic Incident Management meetings were held with discussion focused on performance measures and training.

MoDOT Coordination Meetings continued to be held between OTO staff and MoDOT Southwest District staff to discuss projects and issues in the region. OTO staff also participated on statewide Planning Partner calls with MoDOT leadership. Staff attended the Statewide Planning Partner Meeting hosted by MoDOT in February. Attended Missouri Highways and Transportation Commission meetings.

## **2.2 Community Committee Participation**

- Southwest Regional Missouri Coalition for Roadway Safety
- Transit Advisory Board
- Southwest Missouri Council of Governments Board
- SMOG Transportation Advisory Committee
- Springfield TAB Operations Committee

- Springfield Traffic Advisory Board Bicycle and Pedestrian Committee
- Republic Comprehensive Planning Committee
- Ozarks Clean Air Alliance
- Let's Go Smart Transportation Collaborative
- Community Partnership Council of Collaboratives
- Missouri Highways and Transportation Commission
- Springfield Walkability Team
- Springfield Chamber Good Morning Springfield
- Springfield Chamber Transportation Committee
- Nixa Chamber
- Republic Chamber
- Community Focus Group Committee
- Chadwick Flyer Committee

### **2.3 OTO Policy and Administrative Documents**

The Procurement Manual was shared with MoDOT for review. OTO worked with HR consultant to conduct an HR audit. OTO worked with dues paying members to modify the Articles of Incorporation to modify the distribution of assets in the event of dissolution.

### **2.4 Public Involvement**

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases:

- *Transportation Plan 2040* Amendment 12
- TIP Amendment 5
- Federal Functional Class Change – W McCracken Rd & 3rd, Rt. NN to Jackson - City of Ozark
- MTP Variance Request
- Federal Functional Class Change – N Orchard Drive – City of Strafford
- TIP Amendment 6
- FY 2021 UPWP/Operational Budget Amendment One
- Federal Functional Class Change – City of Strafford – N. Orchard Drive, Stan Harriman Blvd. & E. Evergreen Street
- FY 2021 UPWP/Operational Budget Amendment One
- Annual Listing of Obligated Projects
- Performance Targets
- 2020-2023 TIP Amendment 7
- 2022-2025 TIP Public Input
- 2020-2023 TIP Amendment 8
- CRRSAA 5310 Funds
- 2020-2023 TIP Amendment 9
- 2020-2023 TIP Amendment 10
- FY 2022 UPWP
- *Towards a Regional Trail System*
- Limited English Proficiency Plan
- Title VI/ADA Program
- FHWA & FTA Virtual Public Meeting

- FY 2022-2025 TIP
- Transit Coordination Plan Surveys
- Guest of Prime-Time radio show to solicit participation in Transit Coordination Plan surveys
- *Transportation Plan 2040* Amendment 13

Provided all public comments to the OTO Board of Directors and Technical Committee for informational purposes. Responded to public comment as appropriate. Developed a common format for presenting public comment received through various sources.

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

Meeting attendance was documented for In-Kind Match reporting. A total of 431.18 committee member hours were reported.

## **Task 3 General Planning and Plan Implementation 90% Complete**

### **3.1 OTO Long Range Transportation Plan (LRTP), *Transportation Plan 2040***

Amendment 12 was processed and approved in August by the Board of Directors. Amendment 13 was processed and presented to the TPC in June with anticipated Board approval in July. These amendments included changes to the fiscally constrained project list and the major thoroughfare plan. Continued to implement the recommendations within *Transportation Plan 2040*. Attended Core Team/Study Meetings for 160/AA/CC, I-44 Capacity Improvements, Kearney Street Corridor, CC from 22<sup>nd</sup> to Fremont, Highway MM, and 60 West Corridor Study.

### **3.2 Performance Measures**

OTO continued to participate on the MoDOT FAST Act Performance Measures Coordination calls. Feedback was provided on MoDOT Bridge and Freight Federal Targets to MoDOT. The State of Transportation report, which outlines locally determined performance targets from *Transportation Plan 2040*, was produced, along with an infographic summarizing target progress. This report was shared with the Technical Planning Committee in September and the Board of Directors in October. OTO reviewed and the Board of Directors approved planning and support of MoDOT targets for Safety, System Condition, System Performance, and Transit Safety. These were reported to MoDOT in December. Participated on Community Focus Report Steering Committee and drafted Transportation Chapter. Developed revised Transportation Planning Performance Management Agreement draft with MoDOT committee. Developed data for CY 2020 State of Transportation Report and shared with graphic artist for preparation of infographic.

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

Presented the CMP to the TAB Operations committee on September 22. Congested roadways and intersections were incorporated into the State of Transportation Report. Continued monitoring congestion related data. Identified corridors for targeted data collection in spring/fall 2021. Collected travel time data on several school traffic dependent corridors.

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

Processed functional classification changes for the Cities of Ozark and Strafford. The annual call for Federal Functional Classification changes was sent out in November and no additional requests were received.

### **3.5 Bicycle and Pedestrian Plan Implementation**

Monitored and processed reasonable progress extension requests for 2018 grant projects. Six Bicycle and Pedestrian Advisory Committee meetings were held. Discussion and Committee action worked toward the development of *Towards a Regional Trail System*, a standalone trail plan that will inform the development of *Destination 2045*. A work session was also held with the TPC to solicit feedback on the draft trail plan. Began BPAC discussions of priorities for local bicycle and pedestrian networks. Participated with coordination meetings with Ozark Greenways, the City of Springfield, and the City of Ozark on the Chadwick Flyer trail. Worked on update of CY 2020 Bicycle and Pedestrian Implementation Report. Joined SGF Yields Advisory Committee for pedestrian safety and participated in kick-off meeting. Discussed trail placement in association with Walnut Street Bridge replacement. Staff serves as co-chair of the Let's Go Smart: Transportation Collaborative (LGS). Worked with LGS to develop and distribute a survey on bicycle safety. LGS also sponsored a walk audit of downtown Springfield, including City staff and disability advocates.

### **3.6 Freight Planning**

Participated in five Heartland Freight Technology Plan meetings and provided feedback on consultant deliverables. Participated in the *Freight in the Southeast* conference. Participated planning and stakeholder meetings associated with the development of MoDOT's Freight Plan.

### **3.7 Traffic Incident Management Planning**

Held four TIM committee meetings. The annual TIM Self-Assessment was completed and TIM performance measures were adopted and thereafter monitored.

### **3.8 Air Quality Planning**

The 2020/1 Clean Air Action Plan draft was finalized, incorporating updated emissions and activities. Held initial discussions on how OCAA could help Clean Cities St. Louis promote EVs around the state of Missouri. Requested and received fleet and fuel information from Missouri Department of Revenue. Discussed EV vehicles and charging opportunities with City Utilities. Monitored grant opportunities through DNR and the VW Trust Settlement. Monitored air quality readings as reported weekly by MDNR. Attended monthly OCAA meetings.

### **3.9 Hazard Environmental Assessment**

Maintained GIS files associated with the Hazard Environmental Assessment Database. Collected ACS 2015 – 2019 census data demographics for environmental justice populations. Processed Heritage Data from Missouri Department of Conservation.

### **3.10 Demographics and Future Projections**

Reported 2018 OTO Employment numbers to MoDOT. Provided traffic model projections to MoDOT for Hwy MM in Republic. Collected residential permit data from OTO jurisdictions and add to the GIS database for use in the annual growth trends report in the spring. Reviewed the 2020 census population estimates for dues calculation. Prepared and presented annual growth trends report. Made community presentations of the Growth Trends Report to the City of Ozark Board of Aldermen and the Downtown Springfield Rotary Club.

### **3.11 Geographic Information Systems (GIS)**

Updated the TIP database. Retrieved files updated with revised 2019 AADT traffic volumes. Prepared volume-to-capacity and safety scores for project prioritization. Retrieved bridge condition table for MoDOT SW District. Edited non-residential building footprints with number of floors for square footage

calculations. Updated crash data from MoDOT datazone use in ArcGIS Online. Updated Base Map Vector Tiles with new sidewalk files and Major Thoroughfare Plan amendments for ArcGIS Online mapping applications. Enriched hexagon features with attributes from Esri's demographics for use in 3D mapping and web applications. Created and implemented python scripts to cull a representative sample of 10,000 addresses for a postcard mailing for the Destination 2045 Plan update. Updated residential building footprint data to include newly constructed housing developments in the OTO area. Completed conflation project integrating MoDOT SS Segments, Model links, Acyclica and RITIS travel time shapefiles, and county centerline feature attributes into one table for future projects and analysis. Added a gallery of Online GIS resources to the OTO website. Collected MoDOT 2019 TMS Planning data package from the MoDOT Box account. Coordinated with the City of Springfield for delivery of 2020 aerial photography products. Processed Pictometry imagery from 2020 into tiled image service for the OTO area for use with ArcGIS Online maps and applications. Geocoded 2020 residential construction permits creating a GIS feature class. Retrieved updated parcel files from Christian County and Greene County. Downloaded current centerlines from the City of Springfield open data site and retrieved Christian County current road file from the assessor's office. Updated Base Maps and Growth Trends dashboards with the latest shapefiles and information from 2020 on ArcGIS Online. Created a composite address locator from updated parcel and centerline address fields to geocode new permit data. Retrieved Census Tract and Census Block Group data and created feature classes with demographic data from the 2019 ACS 5-Yr estimates for the OTO area. Downloaded Acyclica travel speed data for testing python scripts and data exploration. Provided the New Mexico Department of Transportation with python code samples for processing travel time metrics. Completed travel time analysis for April 2021 using data from RITIS and Acyclica. Edited and updated MetroLinks master road file with LRTP and STIP prioritization criteria for project scoring and published to ArcGIS Online. Updated and published the OTO online Basemap 4.0. Collected 2020 State of the System Segments and Intersections, Bike/Ped crashes from 2016 to 2020 with contributing circumstances, and AADT by Vehicle Type from the MoDOT Central Office. Enriched OTO area hex bins with ACS 2019 census block group data for low income and minority percentages. Reviewed and renewed ESRI licenses.

### **3.12 Mapping and Graphics Support for OTO Operations**

- Prepared an ArcGIS Online Experience with graphics and map applications to use in conjunction with the long-range plan update
- Created a buffer map for Fremont Road.
- Prepared MTP amendment maps.
- Prepared a map of AMPO board membership and proposed board member locations in the United States for the Executive Director
- Prepared a web map depicting the change in traffic volumes from 2016 to 2019 for Greene and Christian Counties
- Prepared 2D and 3D web maps of housing unit density, employment and jobs, Household transportation spending, and non-residential square footage for integration into the OTO Experience
- Developed maps for regional trail planning scenarios
- Updated the OTO Study Area graphic
- Created a map of the Chadwick Flyer trail alignment showing mileage by jurisdiction
- Converted future road classifications to a .kmz file for viewing in google earth
- Prepared project area maps for proposed transportation appropriations bill earmarks
- Updated environmental justice maps of minority and low-income populations with 2019 ACS estimates for census tracts and blockgroups



- Created an infographic with pie charts and a thematic map for travel time to work using transit for census tracts
- Created a map with OTO TIP projects that landed on the STIP overlaid on environmental justice population areas
- Prepared a map of the Chadwick Flyer trail corridor in Christian County with city limits and a graphic of the trail corridor from the OTO Basemap
- Prepared an environmental justice population map with CU Transit bus routes for a CU grant application
- Created a web application of Destination 2045 LRTP survey responses by zip code
- Prepared residential construction permit heat maps for the OTO 2020 Growth Trends Report
- Prepared context maps for trail project fact sheets US House T&I committee
- Updated maps for Title VI/ADA program and Limited English Proficiency Plan
- Prepared PDF maps for STIP Prioritization Criteria; Total Roadway AADT, 5-yr crash rates by roadway type, 5-yr Avg Injury Crash, 5-Yr Average Fatality Crash, Total Safety Prioritization Score, Percent Freight Traffic, Current Volume-to-Capacity, 2045 Volume-to-Capacity, Peak Hour Travel Speed, & Bridge Condition
- Created Hex Bin maps for Minority and Low-income population percentages in the OTO Area
- Published an updated version OTO Area Base Map to ArcGIS Online and posted on the OTO website
- Prepared Proposed MTP Amendment map for City of Republic to match their updated comprehensive plan
- Created an intersection safety heat map
- Prepared map of RAISE Grant Persistent Poverty Areas for the OTO region
- Started developing interactive trail dashboard

### **3.13 Support for Jurisdictions' Plans**

Provided the City of Republic with MoDOT traffic Volumes for 2012-2019 along Route MM. Met with MARC staff to consult on Transit Accessibility Analysis project in Kansas City. Participated in kickoff meeting for the Republic Comprehensive Plan update. Met with SMCOG to discuss the City of Battlefield's Comprehensive Plan. Presented to the City of Nixa Master Plan Committee transportation information needed for the new plan update. Shared OTO permit data with SW MO Council of Governments for their work on area comprehensive plans. Provided updated service area square miles and population to CU Transit for their NTD FY20 report. Shared OTO Major Thoroughfare Plan current and future alignments with the City of Nixa Planning and Development Department and the SMCOG. Mapped environmental justice areas and bus routes for City Utilities Transit Services. Emailed a copy of the OTO Growth Trends presentation to the City of Ozark City Administrator. Provided the City of Springfield staff with an estimate for zero car household population and a map of zero car household population with low transit accessibility for a grant application. Participated in Forward SGF Place Type and Street Type planning meetings. Worked with Grant Avenue Parkway Advisory Team.

### **3.14 Studies of Parking, Land Use, and Traffic Circulation**

Staff reviewed a traffic study and attended meetings in which required transportation improvements were discussed for a large development in Republic. Discussion continued regarding needed improvements for a large development in Republic. A review of potential traffic impacts was made for a development project in the northeast area of OTO's region. Met with City of Ozark, City of Nixa, and Greene County to discuss current implementation of OTO's Transportation Impact Statement Policy Best Practices. Started developing scopes of services for Rt FF Corridor study, the Chadwick Flyer/US 65

Crossing Study, and the I-44/MO-13 interchange project. Held kickoff meeting for the I-44/MO-13 interchange project.

### **3.15 Transportation Consultant/Modeling Services**

Worked with the City of Springfield and model consultant to analyze the impacts of the Grant Avenue Parkway improvements on the overall network. Deliverables shared with City of Springfield in late January. Provided model data to a developer's representative.

### **3.16 Civil Rights Compliance**

Completed substantive updates of the Limited English Proficient and Title VI/ADA plans. Submitted plans to MoDOT, FHWA, and FTA for comment. Plans adopted by OTO Board in May. Annual civil rights training completed by staff.

### **3.17 Travel Demand Model Update**

Final model scenarios will be developed once a list of projects is developed for the Destination 2045 L RTP.

### **3.18 Transportation Plan 2045 (now known as Destination 2045)**

Continued to seek public involvement, including the use of Facebook Ads to encourage survey completion. The timeline was reassessed based on delays due to COVID-19. Discussed regional trail component at BPAC meetings in July and September. Socioeconomic and demographic information was collected using ESRI enrichment tools. Continued to seek public involvement, including the use of Facebook Ads to encourage survey completion. Ten thousand postcards were sent throughout the OTO region to garner additional survey responses. Area communities and agencies were contacted for further outreach. Discussed regional trail component at BPAC meetings in November. Thirteen *Destination 2045* committee meetings were held. Discussion included the major thoroughfare plan and street typologies, as well as financial projections, project prioritization, survey results, presentations from modal partners, review of performance measures, discussion of plan goals and recommendations, proposed prioritization criteria, finalized financial projections, transit needs, and prioritized projects for the constrained project list. Began developing draft document.

### **3.19 Aerial Photography**

Initial online access to the aerial photography flown in February was reviewed. Physical aerial photography was received and the payment processed. Reviewed Nearmap as a possible replacement product for Pictometry.

## **Task 4 Project Selection and Programming 100% Complete**

### **~~4.1 FY 2021-2024 Transportation Improvement Program (TIP)~~**

### **4.2 FY 2022-2025 Transportation Improvement Program (TIP)**

The timeline was discussed and adjusted to account for the adjustment of the TIP fiscal year. Updated the contact list for initial public input, which will take place in the second quarter. Collected public input from interested parties and stakeholders. Prepared TIP development materials and website. Requested projects for inclusion in the TIP based upon the revised fiscal year of July 1 to June 30. Draft TIP developed and presented for public input, as well as recommendation by the Technical Planning Committee in June, with Board of Directors approval anticipated in July. Met with MoDOT and statewide MPOs to discuss changes to how fiscal constraint in the TIPs can be calculated in the future.

#### **4.3 Project Programming**

Staff processed Amendments Five through Ten and Administrative Modifications Five through Ten. Worked with LCBT and Executive Committee to award FY 21 CRRSAA Section 5310 funding to OATS Transit.

#### **4.4 Federal Funds Tracking**

Continued to monitor obligations and reasonable progress. Also monitored additional funding made available or upcoming through Congressional action and developed scenarios for the use of that funding. Published Annual Listing of Obligated Projects before December 30 deadline. Prepared September 30 and March 31 Federal Funds Balance Reports.

#### **4.5 Online TIP Tool Maintenance**

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. The annual contract was paid in full for the Online TIP Tool. Staff met with the provider to discuss upcoming changes. Staff also met with another provider to review alternate TIP Tool services.

#### **4.6 STIP Project Prioritization and Scenarios**

The STIP priorities were reviewed and in light of the delayed STIP update, new priorities were not selected. Four meetings were held in which prioritization results were reviewed, recommendations were made for STIP programming, and the unfunded needs list was finalized for Tiers 1 and 2. Met with member communities to discuss upcoming STIP priorities. Meetings were scheduled for August and September to discuss unfunded needs Tier 3 and multimodal needs.

### **Task 5 OTO Transit Planning 100% Complete**

#### **5.1 Operational Planning**

Maintained a list of transit operators.

#### **5.2 Transit Coordination Plan Implementation**

Participated in a webinar on Transit Vehicle specifications and procurement on July 21. Four Local Coordinating Board for Transit meetings were held. Discussion included status of 5310 vehicle orders, OATS services, COVID-19 impacts, and the Transit Coordination Plan update. Held meetings with CU Transit and FTA to discuss eligibility of certain Section 5310 projects.

#### **5.3 Program Management Plan Implementation**

Reported on current award status at LCBT meetings. Coordinated with LCBT and Executive Committee to award FY 21 CRRSAA Section 5310 funds to OATS Transit. Monitoring the guidance on latest round of Section 5310 operational funding.

#### **5.4 Data Collection and Analysis**

Prepared an environmental justice population map with CU Transit bus routes for a CU grant application.

#### **5.5 Community Support**

Attended Transit Advisory Board meeting on August 11. Provided support to public when contacted regarding access to transit services. Forwarded public comments received to the Technical Planning

Committee and Board of Directors. Attended CU Transit Advisory meetings, Community Partnership Lets Go Smart Committee, and Community Focus Report Steering Committee meeting.

### **5.6 ADA/Title VI Appeal Process**

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

## **Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 75% Complete**

### **6.1 Operational Planning**

#### *CU's Open FTA Grants:*

CU's FY2021 Section 5307 grant, MO-2021-011; As of June 30, 2021, this grant is in the Obligated/Ready for Execution status. After the initial FFR and MPR are complete, it will be ready to submit reimbursements for short-range transit planning, operating assistance, preventive maintenance and 1% security expenses.

CU's FY 2019 Section 5307 grant, MO-2019-006; As of June 30, 2021, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has completed first 1% security project – bullet resistant glass at the Transit Center customer service window. However, the final cost on this project was lower than anticipated, so a second 1% security project will be started in the summer of 2021. This project is the completion of the security fencing at the Transit Center.

CU's FY 2020 Section 5307 grant, MO-2020-011; As of June 30, 2021, CU's short-range transit planning and preventive maintenance is 100% complete. Currently, we have \$199,001 remaining in operating assistance, due to some operating expenditures being paid at 100% through the CARES grant MO-2020-011. There is also \$24k remaining for our 1% security requirement. We started work on our security project in January, ordering (2) bus stop lights for testing purposes. We are currently in the process of writing the REQ to order additional solar bus stop lights to complete this project. We expect to have this project complete by end of summer 2021.

CU's FY2020 Section 5307 CARES grant, MO-2020-012; As of June 30, 2021, City Utilities has utilized \$4,000,000 of CARES Act Funding. This is consistent with budgeted plan of requesting \$2,000,000 reimbursement annually until the grant is complete. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY 2019 Section 5339 grant, MO-2021-005; This grant will be utilized for bus training simulators, small fleet vehicles and digital signage. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2019 Section 5339 grant. The simulator is anticipated to be delivered in August 2021. The small fleet paratransit hybrid minivans have been a challenge to locate with our current specs – our first RFP was not successful. We are broadening our scope and hope to re-issue in FY21. We are also working on digital signage, but it is still in the planning phases.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant, MO-2020-001 – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers. These funds will be combined with a VW Trust award from the Missouri Department of Natural Resources. The first electric bus was delivered on 7/2 and the second is anticipated to be delivered in July 2021.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 - CU executed FY 2019 FTA Section 5310 grant on June 3, 2019. This grant combined Section 5310 funds from 2018, 2019 and 2020 for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide a portion of the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction will be complete by 10/1/21.

Appropriations for the FY2021 American Rescue Plan Act have not yet been made, only released for planning purposes.

## **6.2 ADA Accessibility**

FTA Grant MO-2017-012 for replacement of Phase 1 shelters was completed. All shelters have been received from the vendor and identified Phase I shelters have been replaced and set on new shelter pads. The additional shelters have been placed into storage for future use.

CU's FY 2018/2019/2020 Section 5310 grant, MO-2019-010, has been awarded by FTA. This grant is for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide a portion of the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction will be complete by 10/1/21.

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

No permanent route modifications have been made this year. All fixed routes are consistently evaluated to make improvements as needed.

## **6.4 Service Planning**

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

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

## **6.5 Financial Planning**

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

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

In November & December of 2020, Transit participated in our annual BKD audit, which included a single audit of our federal grants. We received an unmodified opinion with no findings.

In April 2021, CU completed current and long-range budgets for the City Utilities 2022 Operating Plan.

In June 2021, CU completed our bi-annual asset inventory as required by FTA.

## **6.6 Competitive Contract Planning**

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

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

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

The PTASP plan was presented to staff at 3/30 and 3/31 safety meetings. During this meeting, we discussed what should be reported, how it should be reported and how the staff should expect to receive feedback.

At CU's June safety meeting, we discussed the following topics:

- De-escalation – Missouri State Highway Patrol
- Situational Awareness – Transportation Security Administration
- Changes to CU's Drug and Alcohol policy – Tom Ray\*

\*Note – this will not impact drivers as they were under DOT/FTA regulations prior to the change.

## **6.8 Transit Coordination Plan Implementation**

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

## **6.9 Program Management Plan**

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

## **6.10 Data Collection and Analysis**

- CU collected and analyzed ridership data each month for transit planning purposes.
- Transit submitted our annual National Transit Database report in January and are awaiting notification of its closeout.
- CU Transit invited OTO to pass out transit rider surveys at the Transit Center during customer appreciation day in June 2021 and provided the access express mailing list for mailed surveys.

**Task 7 Special Studies and Projects 100% Complete****7.1 Continued Coordination with Entities that are Implementing Intelligent Transportation Systems**

Received information relating to volumes in terms of comparing to pre- and post-COVID-19 levels.

**7.2 Grant Applications**

Requested information from members interested in a BUILD or INFRA grant. Prepared descriptive information related to high-priority projects.

**7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan**

Identified and scoped special studies to include in the FY 2022 UPWP.

**7.4 Travel Sensing & Travel Time Service Project**

COVID-19 delayed the collection of travel time data for 2020. Identified corridors for targeted data collection in spring/fall 2021.

**Task 8 Transportation Demand Management 0% Complete****8.1 Coordinate Employer Outreach Activities**

Member and Employer Outreach paused during COVID-19 pandemic.

**8.2 Collect and Analyze Data to Determine Potential Demand**

Paused during COVID-19 pandemic

**Task 9 MoDOT Transportation Studies & Data Collection 100% Complete**

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 891.25 staff hours were completed.

**TAB 4**



**BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM II.B.**

**FY 2022 Operational Budget Amendment One**

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

**AGENDA DESCRIPTION:**

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

***Explanation***

**Revenue**

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

**Expense**

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

**EXECUTIVE COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 11, 2021, the Executive Committee recommended the Board of Directors approve the OTO FY 2022 Operational Budget Amendment One.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to approve the OTO FY 2022 Operational Budget Amendment One."

OR

"Move to approve the OTO FY 2022 Operational Budget Amendment One with the following changes..."

# FY 2022 OPERATING BUDGET

Amendment #1

## PROPOSED FY 2022

Jul '21 - Jun 22

### Ordinary Income/Expense

#### Income

##### Other Types of Income

Interest Income	4,000.00
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Miscellaneous Revenue	
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Total Other Types of Income	4,000.00
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##### OTO Revenue

Consolidated Planning Grant CPG	903,089.00
---------------------------------	------------

Local Jurisdiction Match Funds	213,208.16
--------------------------------	------------

North Highway 13 Corridor Study Funds	240,000.00
---------------------------------------	------------

Surface Trans Block Grant	76,800.00
---------------------------	-----------

Total OTO Revenue	1,433,097.16
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Total Income	1,437,097.16
--------------	--------------

Gross Profit	1,437,097.16
--------------	--------------

#### Expense

Bank Fees	20.00
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##### Building

Building Lease	54,060.00
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Common Area Main Exp	18,000.00
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Infill Costs	2,000.00
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Maintenance	4,000.00
-------------	----------

Office Cleaning	4,500.00
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Utilities	3,500.00
-----------	----------

Total Building	86,060.00
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##### Commodities

Office Supplies/Furniture	7,000.00
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OTO Media/Advertising	2,500.00
-----------------------	----------

OTO Promotional Items	3,500.00
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Public Input Promotional Items	2,500.00
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Publications	1,500.00
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Total Commodities	17,000.00
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##### Information Technology

Computer Upgrades/Equip Replace	8,000.00
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Data Storage/Backup	4,800.00
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GIS Licenses	5,500.00
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IT Maintenance Contract	11,000.00
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Software	6,000.00
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Webhosting	2,300.00
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Total Information Technology	37,600.00
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##### Insurance

Directors & Officers	3,000.00
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		<b>PROPOSED</b>
		<b>FY 2022</b>
		<b>Jul '21 - Jun 22</b>
	<b>Errors &amp; Omissions</b>	3,000.00
	<b>Professional Liability</b>	2,800.00
	<b>Workers Compensation</b>	1,700.00
	<b>Total Insurance</b>	10,500.00
	<b>Operating</b>	
	<b>Copy Machine Lease</b>	
	Lease Interest Expense	200.00
	Lease Principal Expense	1,650.00
	Maintenance for Copier	650.00
	Toner & Overages	3,200.00
	<b>Total Copy Machine Lease</b>	5,700.00
	<b>Dues/Memberships</b>	9,000.00
	<b>Education/Training/Travel</b>	23,000.00
	<b>Food/Meeting Expense</b>	4,300.00
	<b>Legal/Bid Notices</b>	1,500.00
	<b>Postage/Postal Services</b>	1,800.00
	<b>Printing/Mapping Services</b>	5,000.00
	<b>Public Input Event Registration</b>	1,500.00
	<b>Staff Mileage Reimbursement</b>	3,500.00
	<b>Telephone/Internet</b>	5,500.00
	<b>Total Operating</b>	60,800.00
	<b>Personnel</b>	
	<b>Mobile Data Plans</b>	2,800.00
	<b>Payroll Services</b>	3,000.00
	<b>Salaries</b>	
	<b>Total Salaries</b>	729,001.22
	<b>Total Personnel</b>	734,801.22
	<b>Services</b>	
	<b>Aerial Photos</b>	0.00
	<b>Audit</b>	5,000.00
	<b>Legislative Education</b>	7,500.00
	<b>Long Range Plan Update</b>	10,000.00
	<b>Professional Services (Legal, Acctng, HR)</b>	65,000.00
	<b>TIP Tool Maintenance</b>	9,600.00
	<b>Trans Consult/Model Services</b>	396,000.00
	<b>Travel Sensing &amp; Time Serv Proj</b>	2,500.00
	<b>Total Services</b>	495,600.00
	<b>Total Expense</b>	1,442,381.22
	<b>Net Ordinary Income</b>	-5,284.06
<b>Net Income</b>		-5,284.06

Not Included in UPWP Budget

**TAB 5**

**BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM II.C.**

**Annual Listing of Obligated Projects (ALOP)**

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

**AGENDA DESCRIPTION:**

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

**§ 450.334 Annual listing of obligated projects.**

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

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

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

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

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

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 18, 2021, the Technical Planning Committee recommended the Board of Directors accept the Annual Listing of Obligated Projects. Since the TPC meeting, one correction was made to clarify Operating and not Capital project type for MO16X081.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to accept the Annual Listing of Obligated Projects and direct staff to publish by September 28, 2021.”

OR

“Move to accept the Annual Listing of Obligated Projects with the following corrections...”

# FY 2021 Annual Listing of Obligated Projects



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Introduction

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

## Annual Listing of Obligated Projects (ALOP)

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

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

## TIP (Transportation Improvement Program)

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

## Ozarks Transportation Organization (OTO)

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

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

## The Report

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

### PROJECT NO

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

### JOB NO

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

### PROJECT DESCRIPTION

Contains a brief description of the project.

### COUNTY

County where project is to take place.

### SPONSOR

This references the agency responsible for implementing the project.

### TIP NUMBER

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

### TIP YEARS

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

### PROGRAMMED YEAR

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

### PREVIOUSLY PROGRAMMED FEDERAL FUNDS

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



## FUTURE PROGRAMMED FEDERAL FUNDS

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

## PROGRAM CODE

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

## TRANSACTION DATE

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

## FEDERAL FUNDING CHANGE

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

## PREVIOUS ALOP(S) FUNDING CHANGE

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

## REMAINING FUTURE FEDERAL FUNDS

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

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

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S589	N/A	GREENE CO, SPRINGFIELD, BNSF RAIL/GRADE CROSSING IMPROVEMENT FOR PROTECTIVE DEVICES, CROSSING #664 118Y-SHERMAN PARKWAY	GREENE	MODOT	SP1912	2019-2022 A5	2020	\$46,000.00	\$0.00	Z55E	12/23/2020	\$8,000.00	\$0.00	\$0.00
										Z550	--	\$0.00	\$41,214.56	
00FY619	N/A	2019 OBLIGATION FOR THE 2019 ANNUAL CPG AGREEMENT	CHRISTIAN/GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M450 Z77D	-- --	\$0.00 \$0.00	\$3,750.00 \$1,250.00	PROJECT CLOSE 1/13/2021
00FY819	N/A	2019 ANNUAL CPG AGREEMENT FOR OTO	CHRISTIAN/GREENE	OTO	N/A	N/A	N/A	N/A	N/A	M77D	11/25/2020	(\$34,594.90)	\$152,072.55	PROJECT CLOSE 11/25/2020
										Z450	11/25/2020	(\$139,646.07)	\$613,856.20	
										Z77D	11/25/2020	(\$11,953.90)	\$52,546.25	
00FY822	N/A	OTO OBLIGATION FOR THE 2022 ANNUAL CPG AGREEMENT	CHRISTIAN/GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025	2019, 2020, 2021, 2022, 2023, 2024, 2025	N/A	N/A	18MP	6/28/2021	\$225,772.25	\$0.00	N/A
										M450	6/28/2021	\$303,518.59	\$0.00	
										Z230	6/28/2021	\$156,800.00	\$0.00	
										Z450	6/28/2021	\$373,798.16	\$0.00	
0132076	J8P2390	MO 13, GREENE CO. SIGNAL IMPROVEMENTS ON KANSAS EXP. AT SUNSET ST AND WALNUT LAWN ST. 0.20 MI	GREENE	MODOT	SP1401	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025	2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023	REMOVED FROM TIP 20A6	REMOVED FROM TIP 20A6	M001	5/10/2021	\$30,400.00	\$0.00	\$4,948,144.00
					SP1816 (SUNSET)									
					SP1817 (WALNUT LAWN)									
0132089	J8P3118	GREENE CO, MO 13, PAVEMENT RESURFACING FROM RT WW IN GREENE CO TO .1 MI NORTH OF NORTON RD IN SPRINGFIELD	GREENE	MODOT	GR1903	2019-2022, 2020-2023	2019, 2020, 2021	\$1,896,000.00	\$0.00	Z001	2/22/2021	(\$357,345.47)	\$1,287,335.60	\$966,009.87
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023, 2022-2025	2020, 2021, 2022, 2023	\$9,600.00	\$2,617,600.00	Z001	5/13/2021	\$36,247.24	\$32,800.00	\$2,558,152.76
0132091	J8S3173	GREENE CO, MO 13 S, UPGRADE PED FACILITIES TO COMPLY W/ ADA TRANSITION PLAN AT VARIOUS LOCATION ON KS EXPRESSWAY N OF I-44 TO RT 60	GREENE	MODOT	EN2003	2020-2023 AM5	2020 (AC), 2021 (AC), 2022 (AC), 2023, 2023 (AC)	\$41,600.00	\$3,963,200.00	Z0E1	11/3/2020	\$394,400.00	\$0.00	\$3,610,400.00
0132092	J8P3087F	GREENE CO, MO 13 S, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT WALNUT LAWN ST IN SPRINGFIELD	GREENE	MODOT	SP1817	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025	2018, 2019, 2020, 2021, 2022, 2023	\$125,600.00	\$2,576,616.00	Z001	3/5/2021	\$280,800.00	\$0.00	\$2,421,416.00
0132093	J8P3087E	GREENE CO, MO 13 S, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT SUNSET ST IN SPRINGFIELD	GREENE	MODOT	SP1816	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025	2018, 2019, 2020, 2021, 2022, 2023	\$176,800.00	\$2,099,528.00	Z001	3/9/2021	\$389,606.54	\$0.00	\$1,886,721.46
0141028	J8P0588H	MO 14, CHRISTIAN CO, ADD LANES, TURN LANES, DRAINAGE FROM FORT ST TO 0.2 MI E/O TIFFANY BLVD; ADD FIBER OPTIC CONNECT FROM RT 160 TO RIDGECREST ST, SIDEWALKS	CHRISTIAN	MODOT	NX1701	2017-2020, 2018-2021, 2019-2022, 2020-2023 AM9	2017, 2018, 2019, 2020, 2021	\$7,650,000.00	\$0.00	Z001	3/5/2021	\$3,581,392.46	\$1,496,591.60	\$1,638,085.08
										Z230	11/17/2020	\$223,383.26	\$0.00	
										Z5E1	3/5/2021	\$183,547.60	\$0.00	
										Z5E1	3/5/2021	\$527,000.00	\$0.00	
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Z001	4/27/2021	\$2,977.20	\$3,340,809.38	\$0.00
										Z230	--	\$0.00	\$130,000.00	
0141034	J8P3115B	CHRISTIAN CO, MO 14, PAVEMENT RESURFACING FROM EAST OF TIFFANY BLVD IN NIXA TO 32ND ST IN OZARK	CHRISTIAN	MODOT	CC2001	2020-2023	2020, 2021	\$482,400.00	\$0.00	Z001	3/5/2021	\$456,277.49	\$8,000.00	\$6,002.51
										Z530	3/5/2021	\$12,120.00	\$0.00	
0141035	J8P3206	CHRISTIAN CO, MO 14 E, HIGH FRICTION SURFACE TREATMENT FROM WEST OF CARROLL RD TO WEST OF HILLTOP COURT & AT RICHWOOD RD	CHRISTIAN	MODOT	CC2101	2020-2023 A5	2021, 2022	\$16,200.00	\$224,100.00	Z530	10/16/2020	\$0.00	\$0.00	\$240,300.00
0442239	J8P2293	RTE 44, GREENE CO, REHAB RTE 65 BRIDGE OVER I-44 IN SPRINGFIELD, 0.006 MI	GREENE	MODOT	SP1112	2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$3,357,227.00	\$0.00	L010	--	\$0.00	\$0.00	PROJECT CLOSE 1/13/2021
										HY10	--	\$0.00	\$166,134.42	
										Z530	--	\$0.00	\$74,547.50	
										M230	--	\$0.00	\$1,110,295.00	
										Z001	--	\$0.00	\$1,686,423.11	
0442319	J8S3155	LP 44, GREENE CO; REBUILD PAVEMENT ON CHESTNUT EXPRESSWAY FROM I-44 TO EAST OF BROADVIEW PLACE IN SPRINGFIELD	GREENE	MODOT	GR1906	2019-2022, 2020-2023	2019, 2020, 2021	\$1,256,000.00	\$0.00	Z001	6/28/2021	\$0.00	\$79,200.00	\$0.00
										Z0E1	6/28/2021	\$1,756,743.69	\$0.00	
										Z530	6/28/2021	\$0.00	\$0.00	
										Z001	6/28/2021	(\$156,600.00)	\$251,100.00	
0442320	J8I3147	GREENE CO, IS 44, REBUILD PAVEMENT ON THE EASTBOUND LANES AT RT 744 (MULROY RD) INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	GR1905	2019-2022, 2020-2023	2019, 2020, 2021	\$4,088,700.00	\$0.00	Z0E1	3/5/2021	\$34,621.20	\$0.00	\$0.00
										Z530	6/28/2021	\$4,681,094.09	\$0.00	
										Z530	6/28/2021	\$0.00	\$0.00	

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0442324	J8S3167	GREENE CO, LP 44, PAVE RESURFACING ON CHESTNUT EXPRESS FROM .1 MI W OF BUS 65(GLENSTONE AVE) TO BELCREST AVE & ON GLENSTONE AVE FROM TURNER ST TO BUS 65	GREENE	MODOT	SP2002	2020-2023, 2022-2025	2020, 2021, 2022, 2023, 2024	\$3,200.00	\$1,040,800.00	Z001	11/3/2020	(\$8,337.10)	\$8,800.00	\$0.00
0602072	J8P2381	RTE 60, GREENE CO, SIGNAL IMPROVEMENTS AT RTE 125, 0.20 MI	GREENE	MODOT	RG1201	2012-2015, 2013-2016, 2014-2017, 2015-2018, 2017-2020, 2018-2021	2012 (AC), 2013 (AC), 2014 (AC), 2015 (AC), 2016, 2017, 2018	\$28,800.00	\$0.00	L050	5/10/2021	\$0.00	\$0.00	\$0.00
										Z001	5/10/2021	\$24,000.00	\$0.00	
0602094	J8P0683G	US 60, GREENE CO, FREEWAY IMPROVEMENTS FROM .2 MI W OF HIGHLAND SPRINGS RD TO .3 MI E OF CO RD 213	GREENE	MODOT	GR1403	2014-2017, 2015-2018, 2017-2020, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025	2014, 2015, 2015 (AC), 2016, 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$103,200.00	\$64,000.00	Z001	10/30/2020	\$59.79	\$215,717.02	\$0.00
0602095	J8P3032	US 60, GREENE CO, CAPACITY IMPROVEMENTS ON JAMES RIVER FREEWAY FROM RT 13(KANSAS EXPRESSWAY) TO RT 65	GREENE	MODOT	SP1405	2015-2018 AM5, 2018-2021 A1, 2019-2022, 2020-2023, 2022-2025	2015 (AC), 2016 (AC), 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$208,000.00	\$200,000.00	Z001	3/12/2021	\$1,217,613.08	\$370,155.93	\$0.00
											1/28/2021	\$5,132.97		
											11/12/2020	\$23,225.73		
0602105	J8P3122	US 60, GREENE CO, PAVEMENT IMPROVEMENTS FROM .7 MI E OF BUS 65 (GLENSTONE AVE) TO RT 125	GREENE	MODOT	GR1804	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020, 2021	\$620,800.00	\$0.00	Z001	2/22/2021	(\$20,239.26)	\$346,084.01	\$242,786.05
										ZS30	2/22/2021	(\$4,951.80)	\$57,121.00	
0602106	J8P3129	US 60, GREENE CO, ADA TRANSITION PLAN IMPROVEMENTS AT VARIOUS LOCATIONS FROM .3 MI W OF ILLINOIS ST TO RT 174 IN REPUBLIC	GREENE	MODOT	EN1801	2018-2021, 2019-2022, 2020-2023 AM8	2018, 2019, 2020, 2021	\$1,078,400.00	\$0.00	Z001	4/28/2021	(\$100,800.00)	\$265,390.40	\$0.00
										Z0E1	4/28/2021	\$347,576.49	\$0.00	
										Z240	4/28/2021	\$0.00	\$0.00	
										Z24E	4/28/2021	\$577,000.00	\$0.00	
0602109	J8P3032B	GREENE CO, US 60, ADD LANES ON JAMES RIVER FREEWAY, IMPROVE RAMPS FROM NATIONAL AVE TO RT 65, & RECONFIGURE INTERCHANGE AT BUS 65 (GLENSTONE AVE)	GREENE	MODOT	SP1907	2019-2022, 2020-2023 A7	2019, 2020, 2021	\$19,469,600.00	\$0.00	Z001	2/22/2021	(\$2,873,293.04)	\$15,241,860.13	\$5,831,930.56
										ZS30	2/22/2021	\$274,102.35	\$0.00	
										ZS31	2/22/2021	\$0.00	\$0.00	
										ZSE1	2/22/2021	\$995,000.00	\$0.00	
0602113	J8P3197	GREENE CO,US 60 E,RR CROSS SAFETY IMPROVE AT VARI LOCAT CO RD 194 W OF REPUBLIC TO O'NEAL ST&BNSF RR ON MAIN ST,HAMPTON AVE,HINES ST&RT 274 IN REPUBLIC	GREENE	MODOT	GR2011	2020-2023 A5, 2022-2025	2020, 2021, 2022	\$21,000.00	\$420,700.00	LS4R	—	\$0.00	\$113,155.16	\$292,944.81
										Z001	12/21/2020	(\$72,982.34)	\$108,582.37	
0602114	J8P3207	US 60, GREENE CO; ADD ITS FOR OZARK TRAFFIC AT VARIOUS LOCATIONS ON RTE 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD, RT FF (WEST BYPASS) NEAR BATTLEFIELD	GREENE	MODOT	MO2106	2020-2023 A7, 2022-2025	2021, 2022	\$40,000.00	\$807,200.00	Z240	2/8/2021	\$0.00	\$0.00	\$847,200.00
0651073	J8P0605	US 65, CHRISTIAN CO; CAPACITY IMPROVEMENTS FROM N/O VALLEY WATER MILL RD IN SPRINGFIELD TO RT F IN OZARK	CHRISTIAN	MODOT	CC1102	2014-2017, 2015-2018, 2017-2020, 2018-2021, 2019-2022, 2020-2023	2015, 2016, 2017, 2018, 2019, 2020, 2021	\$2,088,000.00	\$0.00	Z001	4/16/2021	(\$596,646.24)	\$1,600,800.00	PROJECT CLOSE 4/6/2021
0651079	J8P3116	CHRISTIAN CO, US 65 S, PAVEMENT RESURFACING FROM RT CC TO 1 MI SOUTH OF RT F IN OZARK	CHRISTIAN	MODOT	OK1901	2019-2022, 2020-2023	2019, 2020, 2021	\$1,664,800.00	\$0.00	Z001	2/22/2021	(\$381,565.17)	\$1,835,675.51	\$210,689.66
0652079	J8P0850B	OR 65, GREENE CO; RELOCATE EASTGATE AVE (EAST OUTER RD) INTERSECTION EAST OF RTE 65	GREENE	MODOT	SP1106	2014-2017, 2015-2018 A5, 2017-2020, 2018-2021	2015 (AC), 2016, 2017, 2018	\$497,007.00	\$0.00	L23R	3/26/2021	(\$178.21)	\$146,896.84	PROJECT CLOSE 3/26/2021
										Z240	—	\$0.00	\$193,009.00	
0652102	J8P3079B	US 65, GREENE CO, UPGRADE GUARDRAIL FROM .3 MI N OF RT D(SUNSHINE ST) TO RT 60	GREENE	MODOT	SP1704	2017-2020, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$564,800.00	\$0.00	Z001	2/8/2021	(\$33,850.75)	\$555,347.28	PROJECT CLOSE 2/8/2021
										ZS30	—	\$0.00	\$0.00	
0652103	J8P3080	US 65, GREENE CO, REBUILD PAVEMENT FROM .5 MI S OF RT D (SUNSHINE ST) TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	SP1705	2017-2020, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$5,963,200.00	\$0.00	Z001	12/21/2020	\$405,205.35	\$5,320,197.38	PROJECT CLOSE 2/8/2021
0652106	J8P3079C	US 65, GREENE CO; GUARDRAIL IMPROVEMENTS FROM 0.1 MI N/O VALLEY WATER MILL RD TO RTE 744 (KEARNEY ST)	GREENE	MODOT	SP1814	2018-2021 AM1	2018	\$212,000.00	\$0.00	Z001	—		\$207,013.00	PROJECT CLOSE 1/29/2021
										ZS30	—		\$116,387.50	

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

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

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
S601058	J8P0588	MO 14, CHRISTIAN CO, ROADWAY IMPROVE FROM W OF RT 160 IN NIXA TO EAST OF RT 65 IN OZARK	CHRISTIAN	MODOT	CC1703	2017-2020, 2018-2021, 2019-2022, 2020-2023, 2022-2025	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025	\$20,000.00	\$32,000.00	Z240	6/28/2021	(\$14,475.86)	\$61,676.89	\$4,798.97
S601061	J8P3088D	RT M, GREENE CO, INTERSECTION IMPROVEMENTS ON REPUBLIC RD AT CO RD 103 & REP MO DR IN REPUBLIC	GREENE	MODOT	RP1801	2017-2020 A1, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$1,985,600.00	\$0.00	M230 Z530	11/12/2020 11/12/2020	\$59,881.47 \$67,963.23	\$899,244.66 \$1,051,390.05	\$0.00
S602050	J8S3121	GREENE CO, RT FF, PAVEMENT RESURFACING FROM .2 MI S OR RT 60 (JAMES RIVER FREEWAY) TO SOUTH OF WEAVER RD IN BATTLEFIELD	GREENE	MODOT	BA1801	2018-2021, 2019-2022 A7, 2020-2023	2018, 2019, 2020	\$422,400.00	\$0.00	Z001	6/22/2021	(\$45,726.34)	\$418,485.12	PROJECT CLOSE 6/22/2021
S602051	J8S3124	GREENE CO, RT EE, PAVEMENT RESURFACING FROM FARM RD 97 TO RT AB	GREENE	MODOT	GR1805	2018-2021, 2019-2022 AM 2	2018, 2019 (AC)	\$60,000.00	\$0.00	Z240	3/23/2021	(\$7,477.69)	\$32,294.06	PROJECT CLOSE 3/23/2021
S602057	J8S3123	GREENE CO, RT O, PAVEMENT RESURFACING FROM JACKSON ST IN WILLARD TO RT 13	GREENE	MODOT	GR1910	2019-2022, 2020-2023	2019, 2020, 2021	\$575,200.00	\$0.00	Z240 Z231 Z530	11/3/2020 11/3/2020 11/3/2020	\$1,886.99 (\$122,272.71) (\$18,463.29)	\$14,052.07 \$567,349.51 \$85,557.17	\$47,090.26
S602071	J8S0745	GREENE CO, RT D, PAVEMENT RESURFACING ON SUNSHINE FROM GLENSTONE AVE TO BLACKMAN RD IN SPRINGFIELD	GREENE	MODOT	SP1906	2019-2022, 2020-2023, 2022-2025	<2019, 2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC)	\$38,400.00	\$1,043,200.00	Z001	5/10/2021	\$43,200.00	\$0.00	\$1,038,400.00
S602074	J8S3152	GREENE CO, RT D, BRIDGE REHABILITATION OVER JAMES RIVER 3.2 MI E OF SPRINGFIELD	GREENE	MODOT	GR1909	2019-2022, 2020-2023	2019, 2020, 2021	\$1,232,000.00	\$0.00	Z002 Z001	2/22/2021 2/22/2021	(\$80,000.00) (\$48,337.08)	\$121,600.00 \$906,268.30	\$332,468.78
S603019	J8S3092	RT H, GREENE CO; PAVEMENT RESURFACING FROM RTE WW TO NORTH OF STONERIDGE STREET	GREENE	MODOT	GR1703	2017-2020, 2018-2021, 2019-2022, 2020-2023	2017, 2019, 2020, 2021	\$609,760.00	\$0.00	Z240 Z530	10/15/2020 10/15/2020	(\$109,953.99) (\$943.73)	\$587,556.90 \$5,042.93	\$128,057.89
S603023	J8S3187	GREENE CO, RT MM, PAVEMENT RESURFACING FROM .1 MI S OF I-44 TO CARNAHAN ST IN SPRINGFIELD	GREENE	MODOT	SP2007	2020-2023 A5	2020 (AC), 2021 (AC)	\$552,000.00	\$0.00	Z231 Z240 Z530	12/16/2020 -- 12/16/2020	(\$117,627.94) \$0.00 (\$34,723.27)	\$432,848.56 \$0.00 \$128,329.89	\$143,172.76
S603024	J8S3193	GREENE CO, RT NN, HIGH FRICTION SURFACE TREATMENT AT VARIOUS LOCATIONS IN THE URBAN SOUTHWEST DISTRICT	GREENE	MODOT	MO2004	2020-2023	2020, 2021	\$464,400.00	\$0.00	Z530	2/22/2021	(\$123,475.61)	\$409,468.11	\$178,407.50
S603036	J8S3161	MO 125, GREENE CO; DITCH GRADING & REPLACE CULVERTS FROM 0.2 MI E/O RT OOWEST JNCT TO 0.1 MI E/O OLD ORCHARD DR IN STRAFFORD	GREENE	MODOT	ST1901	2019-2022 AM2, 2020-2023, 2022-2025	2019 (AC), 2020 (AC)	\$55,200.00	\$0.00	Z232	6/1/2021	\$17,517.06	\$51,696.48	PROJECT CLOSE 7/6/2021
S603047	J8S3175	GREENE CO, OR 60E, UPGRADE PED FACILITY TO COMPLY W/ADA TRANS PLAN ON NATURE CENTER WAY FROM .1 MI E OF REPUBLIC RD TO END OF ROUTE	GREENE	MODOT	EN1914	2019-2022 AM2, 2020-2023, 2022-2025	2019, 2020, 2021, 2022	\$46,400.00	\$358,400.00	Z24E Z240	6/10/2021 5/24/2021 5/24/2021	\$108,911.20 \$94,400.00 \$0.00	\$0.00 \$0.00 \$0.00	\$201,488.80
S603060	J8S3205	RT NN, GREENE CO; PAVEMENT RESURFACING FROM 0.1 MI S/O FARRM RD 197 AND 0.1 MI E/O RT J IN CHRISTIAN CO	GREENE	MODOT	OK2101	2020-2023 A5	2021 (AC)	\$448,000.00	\$0.00	Z231	12/16/2020	(\$97,042.92)	\$440,736.60	\$104,306.32
S603061	J8S3216	RT B, GREENE CO; PAVEMENT RESURFACING FROM RT 266 TO I-44 IN SPRINGFIELD	GREENE	MODOT	GR2102	2020-2023 A5	2021 (AC)	\$158,400.00	\$0.00	Z231	12/16/2020	(\$22,077.26)	\$91,942.15	\$88,535.11
S603063	J8S3204	RT ZZ, GREENE CO; PVMT PRESERVATION TREATMENT ON WILSON CREEK BLVD FROM RT M TO FARM RD 194 (COUNTY LINE RD) IN REPUBLIC	GREENE	MODOT	RP2001	2020-2023 A5	2020, 2021 (AC)	\$81,600.00	\$0.00	Z231	2/22/2021	\$12,730.50	\$42,438.39	\$26,431.11
S603071	J8S3179	CST NORTON RD, GREENE CO; UPGRADE PED FACILITIES FOR ADA PLAN ON NORTON RD NEAR RT 13 IN SPRINGFIELD	GREENE	MODOT	EN2103	2020-2023 A5, 2022-2025	2021 (AC), 2022 (AC)	\$252,800.00	\$0.00	Z240 Z24E	5/24/2021 1/7/2021 12/9/2020 5/24/2021	\$0.00 \$0.00 \$0.00 \$28,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$224,800.00
S603073	J8S3194	GREENE CO, RT ZZ S, ADD ROUNDABOUT ON WILSON'S CREEK BLVD AT COUNTY RD 182	GREENE	MODOT	GR2010	2020-2023 A1, 2022-2025	2020, 2021, 2022, 2023	\$18,000.00	\$244,000.00	Z230	3/5/2021	\$135,200.00	\$0.00	\$126,800.00
S603084	J7Q3414, J8Q3181	VARIOUS, VARIOUS, OPERATIONS & MANAGEMENT OF OZARKS TRAFFIC ITS IN THE RURAL & URBAN SW DISTRICT	CHRISTIAN/ GREENE	MODOT/ SPRINGFIELD	MO2104	2020-2023 AM10, 2022-2025	2021, 2022	\$800.00	\$901,600.00	Z230 Z24E	6/1/2021 5/24/2021	\$360,000.00 \$709,600.00	\$0.00 \$0.00	\$0.00
MO16X081	N/A	5310 PROJECTS - TRADITIONAL	CHRISTIAN/ GREENE	OATS	N/A-CRRSAA	N/A	N/A	N/A	N/A	OPERATING	4/20/2021	\$50,792.00	\$0.00	\$0.00
MO90X373	N/A	BUS - STATION/STOPS/TERMINALS, OTHER CAPITAL ITEMS (BUS), OPERATING ASSISTANCE, METROPOLITAN PLANNING	GREENE	CITY UTILITIES	CU2105 CU2106 CU2100 CU2104	2020-2023 A6 2020-2023 A6 2020-2023 2020-2023 A6	2021 2021 2021 2021	\$27,445.00 \$790,704.00 \$1,779,077.00 \$174,787.00	\$0.00 \$0.00 \$0.00 \$0.00	CAPITAL CAPITAL OPERATING PLANNING	6/29/2021 6/29/2021 6/29/2021 6/29/2021	\$21,609.00 \$760,000.00 \$1,751,445.00 \$168,000.00	\$0.00 \$0.00 \$0.00 \$0.00	\$5,836.00 \$30,704.00 \$27,632.00 \$6,787.00
MO340031	N/A	TRANSIT TRAINING SIMULATOR DIGITAL SIGNAGE	GREENE	CITY UTILITIES	CU2007	2020-2023 A6	2020	\$300,494.00	\$0.00	CAPITAL CAPITAL	6/7/2021 6/7/2021	\$49,794.00 \$127,000.00	\$0.00	\$123,700.00

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



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

## Ozarks Transportation Organization

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**TAB 6**



## TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2021; ITEM II.D.

### *Destination 2045* Plan Draft

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

##### **AGENDA DESCRIPTION:**

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

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

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

##### **Projected Revenue**

Operations, Maintenance, Roadways, Bicycle/Pedestrian (w/ TIP Carryover).....	\$1,874,144,319
Transit .....	\$355,699,222

##### **Constrained Projects (Inflated)**

Total Non-Transit Needs .....	\$1,846,368,203
Total Transit Needs .....	\$352,274,830

##### **Unconstrained Projects (Un-Inflated)**

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

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

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

##### **DESTINATION 2045 COMMITTEE ACTION TAKEN:**

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

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 18, 2021, the Technical Planning Committee recommended the Board of Directors adopt *Destination 2045*.

Since the TPC recommendation, several changes have been made to the draft plan. The public was notified of these changes on September 2, 2021 as part of the OTO Public Involvement Process.

- Addition of one locally funded project to the Constrained Project List – capacity improvements to Mulroy/I-44 interchange (ID #8)
- Correction of typo on final Transit Constrained Project List Table (Row Headings)
- Updated Travel Demand Model map on page 130

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to adopt *Destination 2045*.”

OR

“Move to adopt *Destination 2045* with the following changes...”

**TAB 7**

**BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM II.E.**

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

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

**AGENDA DESCRIPTION:**

There are 3 items requested as part of Amendment Number One to the FY 2022-2025 Transportation Improvement Program.

1. **\*Revised\* Bridge Inspections (MO1905-22A1)**  
MoDOT is requesting to correct this project to show Greene County's participation in bridge inspections, with a total programmed amount of \$205,000.
2. **\*New\* Kansas Expressway Safety and Operational Scoping (SP2217-22A1)**  
MoDOT is requesting to add a project for scoping safety and operational improvements on Kansas Expressway from Evergreen to Bennett for a total programmed cost of \$300,000.
3. **\*Revised\* Route MM Improvements – I-44 to Route 360 (RP1703-22A1)**  
The City of Republic is requesting to add \$700,000 local Advanced Construction funding to the Route MM scoping project.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 18, 2021, the Technical Planning Committee recommended that Items 1 and 2 of FY 2022-2025 TIP Amendment One be approved by the Board of Directors.

At a specially scheduled e-meeting on September 8, 2021, the Technical Planning Committee recommended Item 3 be added to TIP Amendment One and be considered for approval by the Board of Directors.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to approve Amendment 1 to the FY 2022-2025 Transportation Improvement Program."

OR

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



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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



#### Project Description

Bridge inspections throughout the Ozarks Transportation Organization area.

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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

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



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

#### Project Description

Bridge inspections throughout the Ozarks Transportation Organization area.



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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$59,000
<b>Future Cost</b>	\$45,000
<b>Total Cost</b>	\$309,000



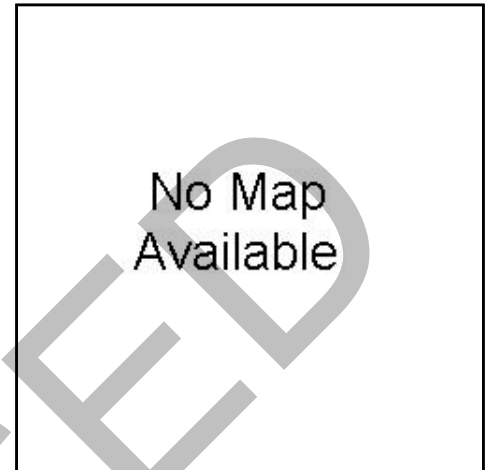
## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$300,000



## Transportation Improvement Program - FY 2022-2025

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** RP1703-22A1 **ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360**

**Route** MM  
**From** I-44  
**To** Route 360  
**Location** City of Republic  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** STBG  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** **Yes**  
**STIP #** 8S0836B  
**Federal ID #** S602093

No Map  
Available

#### Project Description

Scoping for roadway improvements on Brookline Avenue (Route MM) from I-44 to Route 360.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$80,000	\$80,000	\$0	\$0	\$160,000
LOCAL	Local	ENG	\$50,000	\$50,000	\$40,000	\$0	\$140,000
LOCAL-AC	Local	ENG	\$200,000	\$200,000	\$160,000	\$0	\$560,000
MoDOT	State	ENG	\$20,000	\$20,000	\$0	\$0	\$40,000
<b>Totals</b>			<b>\$350,000</b>	<b>\$350,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$900,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - Discretionary

**Prior Cost** \$10,000  
**Future Cost** \$0  
**Total Cost** \$910,000





# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

**TIP #** RP1703-17A3 **SCOPING FOR ROUTE MM IMPROVEMENTS - I-44 TO MORNING STAR LANE**

**Route** MM  
**From** I-44  
**To** Morning Star Lane  
**Location** City of Republic  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** STBG  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** **Yes**  
**STIP #** 8S0836B  
**Federal ID #** S602093



### Project Description

Scoping for roadway improvements on Brookline Avenue (Route MM) from I-44 to Morning Star Lane in Republic.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (STBG)	Federal	ENG	\$80,000	\$80,000	\$0	\$0	\$160,000
MoDOT	State	ENG	\$20,000	\$20,000	\$0	\$0	\$40,000
<b>Totals</b>			<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$210,000

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

2022	PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FHWA (CRRSSA)	FRA (CRISI)	Local		Other	State			TOTAL
								FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	LOCAL			LOCAL-AC	MoDOT		MoDOT-GCSA	MoDOT-AC		
	BA2201-22	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$40,000
	CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$2,000	\$0	\$0	\$10,000
	CC1802	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$0	\$448,000
	CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
	CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$0	\$92,000	\$0	\$0	\$0	\$0	\$460,000	
	EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	
	EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$0	\$3,200,000	
	EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$407,200	\$0	\$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	\$0	\$61,000	\$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	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
	EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$1,074,400	\$1,343,000	
	EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$229,000	
	EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$0	\$314,400	\$393,000	
	EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$0	\$1,086,949	
	EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$0	\$271,826	
	EN2010-20AM6	\$727,979	\$0	\$0	\$0	\$0	\$59,392	\$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	
	EN2203-22	\$0	\$0	\$0	\$0	\$0	\$269,000	\$0	\$0	\$0	\$0	\$863,750	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000	
	EN2204-22	\$0	\$0	\$0	\$0	\$181,000	\$0	\$0	\$0	\$0	\$573,750	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	
	EN2205-22	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$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	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
	GR1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$0	\$152,000	
	GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$0	\$0	\$0	\$11,800	\$373,500	\$0	\$886,000	
	GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000	
	GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$600,000	
	GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$700,000	
	GR2201-22	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000	
	GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	\$22,000	
	GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000	
	GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	\$289,000	
	GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
	MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000	
	MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	
	MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$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	
	MO2003-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$40,000	
	MO2008-20	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000	
	MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$0	\$1,127,000	
	MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$807,200	\$1,009,000	
	MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$94,800	\$116,000	
	MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$218,400	\$273,000	
	MO2203-22	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	Local		Other	State			TOTAL	
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (STBG)	FHWA (STBG)				LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC		
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$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	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1811-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
SP1815-20A5	\$965,346	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$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	\$0	\$0	\$26,643	\$0	\$0	\$69,557	\$0	\$0	\$481,000	
SP1817-20A6	\$163,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	\$0	\$0	\$1,800	\$0	\$0	\$9,000	
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,628,300	\$0	\$0	\$8,479,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$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	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000	
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$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	\$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	\$0	\$0	\$576,000	\$0	\$0	\$576,000	
SP2104-20A7	\$1,600,000	\$0	\$0	\$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	\$0	\$0	\$3,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$5,000,000	
SP2201-20	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$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	\$0	\$0	\$80,800	\$0	\$0	\$404,000	
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$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	\$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	\$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	\$0	\$0	\$30,800	\$0	\$0	\$154,000	
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$1,600	\$0	\$6,400	\$8,400	
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$6,400	\$8,400	
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$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	\$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	\$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	\$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	\$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	\$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	\$60,000	\$0	\$0	\$0	\$0	\$0	\$300,000	
ST2212-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000	
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$96,000	\$120,000	
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$0	\$667,856	
SUBTOTAL	\$36,863,306	\$4,430,000	\$135,000	\$1,240,000	\$32,000	\$753,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$25,854,360	\$200,000	\$0	\$12,624,786	\$683,500	\$5,547,000	\$142,228,643			
2023																						
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$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	\$2,000	\$0	\$0	\$10,000	
CC1902	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,400	\$0	\$0	\$4,138,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$10,000	
CC2102-20A7	\$0	\$0	\$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	
EN1708	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$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	\$375,800	\$0	\$0	\$0	\$0	\$0	\$1,879,000	
EN2002-20A5	\$0	\$0	\$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	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000	
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$													

## Section E

YEARLY SUMMARY																			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BIM)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal						Local		Other	State			TOTAL
							FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2201-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$267,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
OK2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$15,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,525
RG0901-20A9	\$0	\$15,918,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$1,768,700	\$0	\$0	\$17,687,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1703-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$50,000	\$200,000	\$0	\$20,000	\$0	\$350,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$600,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$392,000	\$490,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$267,000
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$185,600	\$232,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$636,000	\$795,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$201,300	\$0	\$0	\$227,288	\$0	\$0	\$2,143,416
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	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$295,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,800	\$0	\$0	\$369,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,400	\$0	\$0	\$247,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,200	\$0	\$1,148,000	\$1,435,200
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	\$10,000	\$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
SP2216-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$33,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$34,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$112,000	\$140,000
SUBTOTAL	\$2,589,628	\$16,255,800	\$90,000	\$0	\$16,000	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$4,702,407	\$200,000	\$970,000	\$11,501,326	\$0	\$18,705,400	\$73,613,166
2024																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$777,600	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$127,000	\$151,400
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	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$312,800	\$0	\$0	\$1,563,600	\$0	\$0	\$1,563,600
GR2201-22	\$0	\$0	\$5,796,000	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,800	\$0	\$187,200	\$234,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,800	\$0	\$243,200	\$334,000
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
MO2002-20A1	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$79,000
MO2203-22	\$0	\$1,162,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,200	\$0	\$0	\$1,292,000
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,400	\$0	\$0	\$1,187,000
MO2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395,800	\$0	\$1,583,200	\$1,979,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$10,000
MO2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$201,600	\$252,000
MO2401-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,200	\$0	\$415,200	\$462,000
MO2402-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,200	\$0	\$0	\$154,200	\$0	\$616,800	\$771,000
MO2403-22	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0	\$950,000
MO2404-22	\$180,900	\$0	\$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
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</											

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$342,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,600	\$0	\$0	\$428,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$8,916,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,229,000	\$0	\$0	\$11,145,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,000	\$0	\$0	\$2,215,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,600	\$0	\$0	\$1,488,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,400	\$1,973,000
SUBTOTAL	\$243,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$78,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$118,775	\$160,000	\$0	\$7,710,700	\$0	\$9,662,400	\$47,770,676
<b>2025</b>																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MC1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MC1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$4,000
MC1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MC2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$284,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-19A5	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$1,476,614	\$0	\$0	\$6,116,800	\$0	\$23,057,600	\$32,677,070
GRAND TOTAL	\$41,551,291	\$22,907,900	\$6,246,000	\$1,240,000	\$164,000	\$832,392	\$60,625,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$32,152,356	\$560,000	\$970,000	\$37,953,612	\$683,500	\$56,992,400	\$296,489,755

# FINANCIAL CONSTRAINT

## Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$36,863,306	\$4,430,000	\$135,000	\$1,240,000	\$753,392	\$23,624,547	\$315,000	\$7,589,600	\$19,278,422	\$2,684,230	\$373,500	\$97,286,997	\$26,054,360	\$18,855,286	\$0	\$5,276,891	\$147,473,534
2023 Funds Programmed	\$2,589,628	\$16,255,800	\$90,000	\$0	\$0	\$15,395,205	\$329,000	\$2,858,400	\$0	\$0	\$0	\$37,518,033	\$4,902,407	\$30,206,726	\$970,000	\$5,356,044	\$78,953,210
2024 Funds Programmed	\$243,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,340,400	\$252,000	\$19,200	\$0	\$0	\$0	\$30,031,001	\$278,775	\$17,393,100	\$0	\$5,436,385	\$53,139,261
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$165,600	\$0	\$11,200	\$0	\$0	\$0	\$2,177,856	\$1,476,814	\$29,174,400	\$0	\$5,517,931	\$38,347,001
Total	\$41,551,291	\$22,907,900	\$6,246,000	\$1,240,000	\$832,392	\$60,525,752	\$896,000	\$10,478,400	\$19,278,422	\$2,684,230	\$373,500	\$167,013,887	\$32,712,356	\$95,629,512	\$970,000	\$21,587,251	\$317,913,006

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

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

<b>Table G.9 Local Share Financial Capacity</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>City of Battlefield</b>				
Total Available Revenue	\$371,722.16	\$371,722.16	\$371,722.16	\$371,722.16
Carryover Balance from Prior Year	--	\$204,703.20	\$541,206.93	\$877,182.38
Estimated Operations and Maintenance Expenditures	(\$34,697.96)	(\$35,218.43)	(\$35,746.71)	(\$36,282.91)
Estimated TIP Project Expenditures	(\$132,321.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$204,703.20</b>	<b>\$541,206.93</b>	<b>\$877,182.38</b>	<b>\$1,212,621.64</b>
<b>City of Nixa</b>				
Total Available Revenue	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00	\$2,195,825.00
Carryover Balance from Prior Year	--	\$1,107,330.74	\$3,121,522.57	\$5,185,278.63
Estimated Operations and Maintenance Expenditures	(\$128,194.26)	(\$130,117.17)	(\$132,068.93)	(\$134,049.97)
Estimated TIP Project Expenditures	(\$960,300.00)	(\$51,516.00)	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,107,330.74</b>	<b>\$3,121,522.57</b>	<b>\$5,185,278.63</b>	<b>\$7,247,053.67</b>
<b>City of Ozark</b>				
Total Available Revenue	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00	\$1,926,818.00
Carryover Balance from Prior Year	--	\$1,528,494.84	\$3,424,788.58	\$5,320,624.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$368,250.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,528,494.84</b>	<b>\$3,424,788.58</b>	<b>\$5,320,624.46</b>	<b>\$7,215,995.60</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,490,739.41	\$3,175,426.70	\$4,907,175.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$446,843.00)	(\$250,000.00)	(\$200,000.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,490,739.41</b>	<b>\$3,175,426.70</b>	<b>\$4,907,175.42</b>	<b>\$6,835,941.50</b>
<b>City of Springfield</b>				
Total Available Revenue	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83	\$25,380,816.83
Carryover Balance from Prior Year	--	\$11,270,140.65	\$33,571,294.92	\$56,372,334.41
Estimated Operations and Maintenance Expenditures	(\$2,504,091.18)	(\$2,541,652.55)	(\$2,579,777.34)	(\$2,618,474.00)
Estimated TIP Project Expenditures	(\$11,606,585.00)	(\$538,010.00)	\$0.00	(\$400,000.00)
<b>Amount Available for Local Projects</b>	<b>\$11,270,140.65</b>	<b>\$33,571,294.92</b>	<b>\$56,372,334.41</b>	<b>\$78,734,677.24</b>

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



**TAB 8**

**BOARD OF DIRECTORS AGENDA 09/16/2021; ITEM II.F.**

**2022 Legislative Priorities**

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

**AGENDA DESCRIPTION:**

Annually, the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. It proves to be very valuable and is well received.

Included for member review and input is a draft list of priorities for 2022.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to adopt the 2022 Legislative Priorities.”

OR

“Move to adopt the 2022 Legislative Priorities with the following changes...”

## **OTO 2022 State Legislative Priorities**

### **Funding**

**OTO supports the MoDOT personnel services and fringe benefits appropriations request to increase compensation for MoDOT employees to market rate and add additional employees to deliver a larger construction program resulting from increased state and federal investment**

OTO supports additional funding for the Missouri I-44 corridor to improve freight movement, enhance safety and improve congestion.

OTO supports partnerships between MoDOT, local governments and the private sector including the cost share program.

OTO supports limiting transferring the maintenance of state-owned roadways to local jurisdictions in the case of cost-sharing projects except in cases of aesthetic improvements.

OTO supports Increased funding for multimodal transportation to improve port, rail, aviation, and a dedicated source of state transit funding for Missouri's public transit providers.

OTO opposes the transfer of state-owned roadways to local ownership and maintenance with or without funding to offset the cost.

OTO supports partnerships between MoDOT, local governments and the private sector including the cost share program.

### **Safety**

OTO supports the passage of a primary seatbelt law to allow law enforcement to stop a driver for not wearing a safety belt.

OTO supports the prohibition of hand-held texting while driving for all drivers.

OTO supports reinstatement of the helmet law following a rise in motorcyclist fatalities in Missouri.

## **OTO 2022 Federal Legislative Priorities**

### **Short Term Priorities**

OTO supports additional funding for the Missouri I-44 corridor to improve freight movement, enhance safety and improve congestion.

OTO supports the timely passage of long-term transportation reauthorization legislation that includes increased funding levels for roads, bridges, transit, bicycling and pedestrian infrastructure and transportation planning.

OTO supports partnerships between local, state, and federal entities that will maximize available dollars through collaborative efforts.

OTO requests additional transportation infrastructure funding to support the OTO Priorities which include safety and congestion relieving projects, as well as bicycle and pedestrian infrastructure to support the continued development of a healthy region.

OTO supports an increase in the FAA Passenger Facility Charge to assist funding airport facilities.

OTO supports the streamlining of environmental review processes including one federal decision and reductions in authorization decision timelines to extend to Environmental Assessments as well Environment Impact Statements.

### **Longer Term Priorities**

OTO supports long term sustainable funding for transportation to strengthen the United States Highway Trust Fund program and ensure funding is available for the country's critical transportation infrastructure projects.

OTO supports more direct allocations to state, regional, and local governments with less federal oversight and streamlined regulations.

**TAB 9**

**BOARD OF DIRECTORS AGENDA 9/16/2021; ITEM III.C.**

**Destruction of OTO Records**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the listing of documents that have met retention per The Ozarks Transportation Organization's Sunshine Law and Records Retention Policy. The policy states that OTO complies with the State of Missouri General Record Retention Schedule as referenced below. The use of federal funds requires the keeping of records for 3 years after the final grant submittal. Many of the documents to be destroyed were never in an electronic form. A listing of these documents is attached.

**A Note about Retention Periods**

This schedule provides minimum retentions. Local authorities may choose to keep a particular series or record for a longer period of time. It should be kept in mind, however, that a record kept beyond its listed retention must be made available for inspection upon request.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is included for informational purposes only, no action is required.

## Destruction of OTO Records

### State of Missouri General Records Retention Schedule – Codes that apply to disposal of financial records:

**GS 007***Also Called:**Function:**Content:**Minimum Retention:**Disposition:**Note:**Approval Date:***Accounts Payable Records**

Invoices, Vouchers, Warrants, Billing Records, Refund File

Records documenting payment of bills for goods and services received. Payment from general accounts.

May include: correspondence, reports, invoices, statements, vouchers, purchase orders, payment authorizations, receipt records, canceled checks or warrants, and similar documents. Completion of audit\*#

Destroy

\*Per RSMo 50.172 (2), County Clerks must keep these records for five (5) years. #Per RSMo 198.052 and 19 CSR 30-85 Nursing Homes must keep these records for seven (7) years

August 15, 2001; Revised August 19, 2014

**GS 010***Also Called:**Function:**Content:**Minimum Retention:**Disposition:**Note:**Approval Date:***Banking and Investment Records**

Account Statements, Deposit books, Deposit and Withdrawal Slips, Cancelled checks, Check Registers, Passbooks, Statements and Receipts for Interest Income; Monthly Statements; Investment Returns; Certificates of Deposit; Treasury Bills

Records documenting the transactions of government offices with financial institutions, the status of accounts, investments and the current status of public funds.

May include: bank and/or account numbers, transaction dates, beginning balance, check or deposit amount, document numbers, adjustments, description of transaction, ending balance, and other related information.

Completion of audit plus 1 year

Destroy

This entry deals with the investment of public monies in banks, certificates of deposit, stocks and bonds. For the management of publically issued bonds, please see the appropriate office/entity retention schedule

August 15, 2001; Revised August 28, 2012

**GS 068***Also Called:**Function:**Content:**Minimum Retention:**Disposition:**Note:**Approval Date:***Payroll Records**

Payroll Register; Payroll Earnings and Deduction Registers; Employee Earnings Record; Payroll Journal; Payroll Check Register; Employee Payroll Adjustment Files; CERF Form DE, County Deposit Exception; Garnishment File

Documents the earnings, deductions, and withholdings of employees.

May include, but is not limited to: employee name; address; social security number; date of payment; hours worked; gross pay; withholdings for taxes and retirement; net pay; voluntary deductions for life or health insurance, credit union accounts, pension fund, etc. May also include year-to-date earnings and deductions which culminate in a final year-to-date summary report. Employee Payroll Adjustment Files include employee name or number and display current adjustments to payroll master file such as rate, marital status, insurance premiums, other deductions, garnishments, federal and state withholdings, errors, etc. Payroll Journal or Check Register may also include the payroll check number and the amount of the check.

Retain Year-to-Date Annual Summary 70 years for administrative purposes. Retain all other records 5 years.

Destroy securely.

August 24, 2005

**GS 070***Also Called:**Function:**Content:**Minimum Retention:**Disposition:**Note:**Approval Date:***Expense Reimbursement Records**

Travel Vouchers; Expense Reports; Uniform Allowance; Equipment Allowance

Records documenting requests, authorizations, mileage, claims for reimbursements and other actions related to employment expenses.

May include, but is not limited to: employee's expense report, expense receipts, check vouchers, authorizations to pay, purchase orders and other supporting papers.

Completion of audit plus 1 year.

Destroy

August 24, 2005; Revised August 21, 2018

## Destruction of OTO Records

<b>GS 004</b>	<b>Budget Preparation Records</b>
<i>Also Called:</i>	Budget Working Papers, Budget Requests
<i>Function:</i>	Documents used in the preparation of the annual office budget; Estimates expenditures and disbursements.
<i>Content:</i>	May include: correspondence, budget requests, proposal and instructions, computer reports, notes, staff reports, worksheets, surveys, and other related materials.
<i>Minimum Retention:</i>	Completion of audit
<i>Disposition:</i>	Destroy
<i>Note:</i>	
<i>Approval Date:</i>	August 15, 2001

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<b>GS 006</b>	<b>Subsidiary Ledgers</b>
<i>Also Called:</i>	Journals, Registers, Monthly Ledgers, Accounting Summary Report File, Revenue Sharing, Trial Balance Fund
<i>Function:</i>	
<i>Content:</i>	May include: date, payee, purpose, fund credited or debited, check number and similar or related data.
<i>Minimum Retention:</i>	Completion of audit
<i>Disposition:</i>	Destroy
<i>Note:</i>	
<i>Approval Date:</i>	August 15, 2001

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<b>GS 040</b>	<b>Grant Records</b>
<i>Also Called:</i>	
<i>Function:</i>	Documents the application, evaluation, awarding, administration, monitoring, and status of grants in which a local government entity is the recipient, grantor, allocator, or administrator. Grants may come from federal or state governments or foundation and other private funding sources.
<i>Content:</i>	Records may include but are not limited to: applications including project proposals, summaries, objectives, activities, budgets, exhibits, and award notification, grant evaluation records and recommendations concerning grant applications, grant administration records including progress reports, budgets, project objectives, proposals, and summaries, records documenting allocation of funds, contracts, records monitoring project plans and measuring achievement, equipment inventories, financial reports, accounting records, audit reports, expenditure reports, and related correspondence and documentation.
<i>Minimum Retention:</i>	Retain final reports from significant grants permanently. Retain other grant records 3 years after submission of final report or as specified by the granting agency, whichever is longer. Retain unsuccessful grant applications 1 year after rejection or withdrawal.
<i>Disposition:</i>	Permanent records: Archive. Other records: Destroy securely.
<i>Note:</i>	
<i>Approval Date:</i>	August 19, 2003

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<b>GS 028</b>	<b>Time and Attendance Records</b>
<i>Also Called:</i>	Time sheets, Time Cards, Attendance reports, Absence reports, Sign in/Sign out cards, Work Assignment Schedule, Work Schedule, Work Assignment File
<i>Function:</i>	Records documenting hours worked and leave hours accrued or taken by employees on a daily, weekly, or monthly basis. Also documents hours of court ordered community service completed by non-employees.
<i>Content:</i>	May include: name, social security number, hours worked, type and number of leave hours taken or accrued, total hours, dates, signatures and related data.
<i>Minimum Retention:</i>	3 years plus completion of audit
<i>Disposition:</i>	Destroy securely
<i>Note:</i>	See also: Leave Requests
<i>Approval Date:</i>	August 19, 2003

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### Documents for Complete Destruction

**FY 2013 – July 1, 2012 - June 30, 2013 (Keep until July 31, 2016)**

- July 2012 - December 2012 Employee Timesheets



## Destruction of OTO Records

- July 2012 - December 2012 Employee Leave Requests

### **FY 2012 – July 1, 2011 - June 30, 2012 (Keep until July 31, 2015)**

- July 2011 - December 2011 employee timesheets
- January 2012 - June 2012 employee timesheets
- July 2011 - December 2011 employee leave requests
- January 2012 - June 2012 employee leave requests
- 2012 Membership Dues invoices

### **FY 2011 – July 1, 2010 – June 30, 2011 (Keep until July 31, 2014)**

- July 2010 - June 2011 Great Southern bank account deposit receipts
- July 2010 - May 2011 MoDOT Submittals (June Final submittal kept for permanent file)
- January 2011 - June 2011 check run, accounts payable invoices and copies of checks
- July 2010 - December 2010 check run, accounts payable invoices and copies of checks
- July 2010 - June 2020 US Bank statements and receipts
- July 2010 - June 2011 A+ Payroll timesheets
- July 2010 - June 2011 employee timesheets
- 2011 Membership Dues invoices
- 2011 Regional Transit Dues invoices
- 2011 In-Kind documentation

### **FY 2010 – July 1, 2009 – June 30, 2010 (Keep until July 31, 2013)**

- July 2009 - December 2009 Great Southern deposit receipts
- January 2010 - June 2010 Great Southern deposit receipts
- July 2009 - June 2010 check run invoices and check copies, accounts payable invoices
- October 2009 - June 2010 purchasing card receipts and US Bank statements
- July 2019 - June 2010 payroll reports
- **July 2009 - June 2010 timesheets**
- October 2009 - December 2009 employee timesheets
- 2010 Membership Dues invoices
- **June 2010 Correspondence - Greene County to OTO - Greene County Planning Board Case #1786**
- **February 2010 - Master Transportation Plan City of Ozark - Formal Review Copy**
- **2009 Transit Development Plan Study Group Agenda and Documents**

### **FY 2009 – July 1, 2008 – June 30, 2009 (Keep until July 31, 2012)**

- April 2009 - June 2009 Great Southern deposit receipts
- August 2008 - June 2009 payroll expense time sheets
  - (Exception removed 12/31/2008 payroll record)
- **July 2008 – July 2009 employee timesheets**
- March 2008 - July 2008 employee expense reports
- July 2008 - June 2009 Bank of America Checking ending #3448, #9086 and Savings Account ending #9099 statements

## Destruction of OTO Records

- FY 2009 Monthly MoDOT submittals and budget analysis statements.
  - Excluding June 2009 closeout final fiscal submittal
- January 2008 - June 2009 – check run invoices, check copies, credit card receipts, accounts payable and employee expense reimbursements.
- February 2008 FSA Form
- October 2008 Timesheets
- June 2008 -July 2008 Mileage Bus Survey forms
- 2004 W-4 Debbie Parks
- 2010 Payroll Expenses
- 2009 Membership Dues

### State of Missouri General Records Retention Schedule – Codes that apply to disposal of other records:

#### **MMT 200**

*Also Called:*

*Function:*

#### **Bus Route Planning File**

Records used to establish and modify the city transit route system

*Content:*

May include ridership projection studies, maps, population surveys, schedule plans and modifications

*Retention:*

10 years

*Disposition:*

Destroy

*Note:*

Formerly 1501 on Municipal Retention Schedule

*Approval Date:*

Moved August 21, 2019

#### **MMT 202**

*Also Called:*

*Function:*

#### **Daily Bus Passenger Reports / Drivers Daily Checklist**

A summary report documenting ridership and usually statistics of all buses per bus route in the city transit system

*Content:*

May include operator name, number of type of fares, condition and appearance of airport shuttle buses and any maintenance problems

*Retention:*

5 years

*Disposition:*

Destroy

*Note:*

Formerly 1503 on Municipal Retention Schedule

*Approval Date:*

Moved August 21, 2019

#### **MMT 203**

*Also Called:*

*Function:*

*Content:*

*Retention:*

*Disposition:*

*Note:*

*Approval Date:*

#### **Transit Operation Receipts Summary Reports**

Reports documenting total fares received

May include daily and monthly fares, ridership, revenue, route information, and fuel usage

5 years

Destroy

Formerly 1504 on Municipal Retention Schedule

Moved August 21, 2019

## Destruction of OTO Records

**GS 012.1**

*Also Called:*

*Function:*

*Content:*

*Minimum Retention:*

*Disposition:*

*Note:*

*Approval Date:*

**Correspondence - Transitory**

Letters, Memoranda, E-mail

Documents of short-term interest that have no documentary or evidentiary value, which are not included in another record series

May include: correspondence which requires no administrative action, policy decision, special compilation or research; quasi-official notices that do not serve as the basis of official action, such as holiday notices, reminders of charitable campaigns, upcoming events, unsolicited vendor solicitations, etc.

None

Destroy

See also: GS 012 Correspondence-General; GS 013; GS 066

August 25, 2009; Revised August 23, 2011

### **FY 1975 – 2007 Springfield Metropolitan Transportation Study Organization Planning Documents**

- 2005 - CU Bus Survey Data Sheets
- 2004 - City Utilities Title VI Program Report
- 2004 - CU Bus Survey Data Sheets
- 2004 - CU Bus Survey Data Sheets
- 2003 - CU Bus Survey Data Sheets
- December 2002 - CU Bus Survey Data Sheets
- May 2000 - Springfield – Branson Corridor Transportation Study Summary Report
- 2000 Census Development Files
- 1998 - CU Bus Surveyor Weekday Motorbus Transit Trips
- 1997 - Bus Route Counts
- 1997 CU Transit Surveyor Weekday Motorbus Transit Trips
- 1996 - Bus Route Counts
- 1995 - Travel Survey Notes
- 1994 - City Utilities Systemwide miles to road calls
- 1994 - CU Bus System Route Schedule Variance Reports
- 1994 - CU Bus System Bus Receipts Summary
- 1994 - SMSU Shuttle System Report Notes
- 1994 - SMSU Vehicle inventory and mileage
- 1994 - Ridership by route for calendar year
- 1994 - SMSU Route Map
- 1993 - SMSU Route Headways Reports
- 1993 - MoDOT Letter to City of Springfield October TMA status
- 1992 - City of Springfield Budget memo December
- November 1992 - MODOT Letter to City of Springfield Letter on Planning funds availability
- November 1992 - City of Springfield Programmatic Status – Grants
- November 1992 MoDOT Correspondence to City of Springfield on Urban Boundary and eligibility for rural funding
- September & October 1991 - City Utilities report of Number and Location of Bus Benches
- 1991 - City of Springfield Title VI Service Area Study – Springfield Metropolitan Transportation Study Organization
- 1991 - City of Springfield Memos - Traffic Volumes and Bus Turnouts
- 1989 - City of Springfield Planning Memo - Bus Stop Signage; Bus Shelters

## Destruction of OTO Records

- 1989 - City of Springfield Memos Transitioning to a Grid Transit System
- 1975 - Lake Springfield Bikeways maps
- North South Corridor Study Copies
- City Utilities Correspondence on Title VI Compliance Documents

**TAB 10**

## American Rescue Plan Act (ARPA) Funding for Complete Streets and Trails Projects

ARPA funding may be used for projects that address current COVID impacts and longstanding challenges exacerbated by the pandemic. WGI's Lisa Nisenson highlights some ways that Complete Street and trail projects may potentially qualify for funding.

August 19, 2021 |  Blog

Questions? We're happy to help. 





by Lisa Nisenson, VP, New Mobility and Connected Communities

Communities around the country are developing strategies on how to win and invest **American Rescue Plan Act (ARPA)** funding. This blog post examines how to position Complete Streets and trails projects for ARPA funding.

## What is the ARPA?

In a nutshell, ARPA provides \$350 billion for state, local, territorial, and tribal governments to address COVID-related economic impact through the State and Local Fiscal Recovery Fund. On May 21, 2021, the U.S. Department of Revenue issued an [interim final rule](#) (referred to as interim rule hereafter) establishing funding criteria. [Please see our July 20, 2021 blog post for additional details.](#)

Funds can be used for projects that fall under the following use categories, and address both current COVID-related impacts and longstanding challenges exacerbated by the pandemic:

- Public health expenditures
- Addressing negative economic impacts
- Replacing lost public sector revenue
- Funding essential worker pay
- Building infrastructure including [water](#), [wastewater](#), [stormwater](#), [transportation](#), and broadband
- Funding elementary and secondary school emergency relief

Questions? We're happy to help.

For two decades, researchers have amassed a robust body of research demonstrating the benefits of Complete Streets and trails. [WGI is a silver partner](#) in the [Complete Streets Coalition](#) (a project within Smart Growth America), a group of researchers, advocates, and practitioners advancing best practices for designing multi-modal streets.

- 48% of all car trips are less than three miles in length, with about twenty percent being shorter than one mile (source: [INRIX, 2019](#))
- Heavy traffic and lack of separated paths or trails were the most frequently identified barriers to bicycling more (source: [Journal of Transport & Health](#))
- Greenhouse gas (GHG) emissions from transportation are the single largest source of greenhouse gases in the U.S., accounting for about 29% of total GHG emissions (source: [EPA](#))
- In a typical community, 20- 40% of residents cannot, should not, or prefer not to drive for most trips, and so benefit from multimodal planning that responds to those demands (source: [Victoria Transportation Policy Institute](#))
- In areas where over 20 percent of households are below the federal poverty line, the pedestrian death rate is more than 80 percent higher than the U.S. average (source: [Smart Growth America](#))

Questions? We're happy to help.







Working with the city of West Palm Beach FL, WGI designed a Complete Street integrating bioswales and canopy trees along [Banyan Boulevard](#).

There are three areas where Complete Streets and trail projects may align with ARPA funding criteria: **public health**, addressing **economic impacts**, and **infrastructure**.

## Public Health

The public health impacts experienced due to COVID are both direct and indirect. ARPA funding eligibility will rest on clearly articulated needs and/or negative impacts of COVID. Successful project applications will identify how the project addresses the identified need or impact.

Text from the interim rule...	...that aligns with Complete Streets and Trails
<i>Address a variety of physical and mental health issues related to COVID</i>	Active transportation is tied to health benefits addressing both mental and physical health
<i>Increase access to health care</i>	Transit and active transportation can boost access to health care and other daily needs
<i>Address disparities in public health outcomes by funding public health positions</i>	Education and programs (powerful tools, especially underinvestment
<i>Support healthy living environments and neighborhoods</i>	Complete streets and trails offer "built in" physical activity

Questions? We're happy to help.

<i>Support COVID-impacted businesses in the tourism, travel, and hospitality industries</i>	Focus on small businesses and non-profits that specialize in bike tourism
<i>Address the higher, negative, and long-lasting economic impacts on communities of color and low-income communities</i>	Install traffic calming along high-speed arterials that are a <i>de facto</i> barrier connecting neighborhoods and opportunity areas for jobs, education, and access to health care
<i>Promote healthy childhood environments as a foundation for success</i>	Fund planning efforts that build health into neighborhood design

## Infrastructure

Infrastructure within ARPA is defined largely as (1) broadband and (2) water projects that would also be eligible for funding under the [Clean Water State Revolving Fund](#) (CWSRF) or the [Drinking Water State Revolving Fund](#) (DWSRF).

The interim rule notes that general infrastructure projects typically would not be included *unless* the project responds to a specific pandemic public health need or a specific negative economic impact. That said, the interim rule does note eligibility for certain infrastructure maintenance projects considered a government service (maintenance or pay-go funded building of infrastructure including roads) and green streets.

Questions? We're happy to help.



Mobility technologies are increasing the number of modes of travel, creating an increased demand for street, curb, and sidewalk space. WGA's new guidance line, [Complete Streets+](#), to help cities plan and manage better streets.

## Making Preparations

Questions? We're happy to help.



determine how to sustain these programs once the ARPA funds have been expended.

3. ARPA emphasizes the pandemic's disproportionate impacts on low-income communities, people of color, and Tribal communities in two areas: (1) higher rates of infection and illness, and (2) higher impacts where COVID exacerbated structural inequities and underinvestment. This will require new stakeholders who have the ear – and the voice – of neighborhoods often left out of infrastructure planning.
4. Government officials have not yet released final details on reporting requirements; however, your team should include colleagues from financial departments who will be responsible for accounting, audits and reporting. Also think about KPIs (key performance indicators) you will track to describe project success. Because the interim rule emphasizes the importance of [climate, resilience](#), and equity, be prepared to include these alongside traditional transportation and infrastructure metrics.
5. The interim rule notes that additional guidance is still forthcoming on several areas of funding, project selection, and reporting. This post offers insights on guidance to date of publication; new guidance may change or refine project eligibility, so be sure to [contact us](#) to speak with someone about the latest guidance.

## How WGI Can Help

WGI is working with communities across the country on complete streets and trails. For ARPA funding, we've been working on ways to "connect the dots" between ARPA goals and [Complete Streets](#) and trails projects. Moreover, we look for project design that meets multiple goals at once, including the mobility, public health, economic development, and resilience goals listed in the interim rule.

To learn more, contact Lisa Nisenson at [lisa.nisenson@wginc.com](mailto:lisa.nisenson@wginc.com) if you would like to leverage ARPA funds for local Complete Streets, trails, and green street projects. We can provide tips on getting started, including making the case, how to stage projects, engage new stakeholders, and set Key Performance Indicators (KPIs). We've received many proposals from around the country.

Questions? We're happy to help.



September 1, 2021 3:55 PM CDT Last Updated 6 days ago

**Change Suite**

# Biden infrastructure plan takes on EV charging's inequality problem

By Tina Bellon

5 minute read



Sept 1 (Reuters) - The Biden administration has an ambitious \$7.5 billion plan to expand electric vehicle charging to underserved areas, but it must first overcome a host of obstacles that have discouraged private investment in more equitable charging networks.

The experience of California - the U.S. state with the largest number of EVs and the most advanced charging infrastructure - shows how challenging it will be to achieve the goals in the \$1 trillion infrastructure spending proposal Biden wants Congress to pass.

California has poured more than \$2 billion into a variety of EV incentive programs over the last years, which include policies to promote equity in distribution of chargers. The state has also generated more than \$25 billion through its carbon credits trading program since 2012, a portion of which goes toward EV and charging projects.

Nevertheless, California currently has less than 40% of the charging infrastructure needed to support projected EV growth by 2025, according to a U.S.-wide charging gap study by the International Council on Clean Transportation.

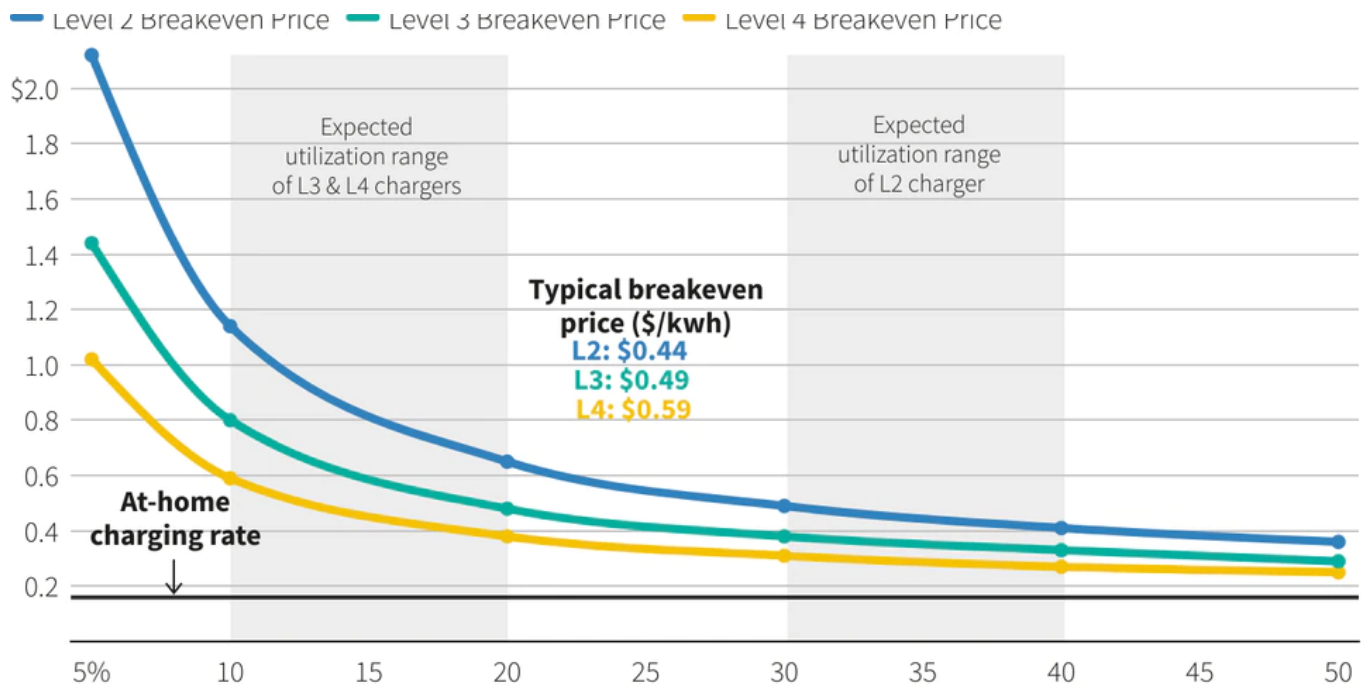
Lower-income areas in largely Black and Hispanic California neighborhoods continue to be significantly less likely to have access to public chargers, a February study by researchers at California's Humboldt State University found.

"For charging site hosts, the economics are extremely challenging because of the relatively low adoption of EVs today," said John Gartner, senior director at the Center for Sustainable Energy, which administers EV incentive and infrastructure programs on behalf of six U.S. states, including California.

## EV chargers need users to make up high upfront costs

Higher utilization rates allow EV chargers to break even at expected user rates - but those relying on public charging pay significantly more than those who can charge at home

— Level 2 Break-even Rates — Level 3 Break-even Rates — Level 4 Break-even Rates



Note: Calculations based on a set of four chargers. Breakeven price is defined as selling price required to earn a 10% return on capital invested at a wholesale power cost of \$0.16 per Kwh

Source: PwC analysis <https://pwc.to/3kops1s>

Reuters Graphics

For a graphic on charging economics: <https://tmsnrt.rs/3sPxbsZ>

## ONLY A DOWN PAYMENT

Gustavo Occhiuzzo, the CEO of California-based electric vehicle charging company EVCS, said the level of public support to defray upfront and operational costs is the key to decisions on building out his charging network in rural and disadvantaged communities.

"We need to be strategic where we invest our time and money. And for now, California is the one place that provides the biggest return for us," said Occhiuzzo, whose company maintains more than 1,500 chargers in largely disadvantaged California communities - and turns a profit.

Most of the private charging companies, however, such as EVgo ([EVGO.O](#)), ChargePoint ([CHPT.N](#)) and Blink Charging Co ([BLNK.O](#)), have yet to be profitable. Executives at EVgo and ChargePoint said government support was needed to expand charging to overlooked

communities and create incentives for business owners or landlords considering installation.

California's incentives for disadvantaged communities are gradually increasing. Applications for the state's EV rebate program from low- and middle-income households have increased to a quarter so far this year, and around a third of funding for a popular state EV charging program is earmarked for disadvantaged communities.

Replicating California's programs on a national scale will require vastly more funding than the U.S. government has currently allocated. [read more](#)

Daniel Davenport, senior director of automotive at Capgemini Americas, estimates it would require around \$50 billion to build out the U.S. charging network.

Getting more Americans to switch to a battery-powered car by improving access to charging infrastructure is a key component of Biden's agenda to combat climate change, with transportation accounting for the largest share of U.S. emissions. [read more](#)

The \$1 trillion bipartisan infrastructure bill provides for \$7.5 billion in charging network investments over a five-year period, with a portion set aside for low-income and rural areas.

A White House official said the government would also use Department of Energy loan programs and other financing tools, prioritizing public funding for locations that would not necessarily be supported by private capital alone.

"As the administration... develops the guidance for these new programs we will emphasize the importance of equity in the siting and operation of chargers," the official said.

## UTILIZATION RATES

State and federal officials face a two-prong challenge to expand charging beyond high-income zip codes: Battery-powered vehicles are still out of reach of many consumers, and



a charger that is not used heavily will not recoup its costs.

High-speed charging units that can top up a vehicle battery in half an hour cost around \$100,000 to build. Experts estimate they need to be used at least 20% of the day to operate profitably at current rates - prompting many charging providers to place them in areas with higher anticipated use.

In the future, used EVs could allow less-affluent Americans to drive battery-powered vehicles. Currently, used EVs account for only 0.3% of all U.S. franchise dealer used sales, compared with new EVs making up 3% of new vehicle sales, according to market research firm J.D. Power.

"It's going to be a very long time before EVs are a significant part of the used market," said Tyson Jominy, the firm's vice president of Data & Analytics.

Beyond government agencies, electric utilities are emerging as source of capital to expand charging networks, owning stations themselves or partnering with private companies.

Investor-owned utilities have approved \$3 billion in EV charging infrastructure investments in recent years, according to the Edison Electric Institute, dominated by entities in California and New York. A quarter of those funds has been allocated to disadvantaged communities, and equity-based funding programs are expected to accelerate in the coming years.

In North Carolina, Duke Energy ([\*\*DUK.N\*\*](#)) has asked state regulators to approve a \$56 million electric vehicle program, which includes \$13 million for rural and low-income communities.

"We're making sure to hit those low-income rural counties that would likely be underserved by the traditional private market, areas a private company wouldn't select until EV adoption is further down the road," said Lon Huber, a Duke Energy vice president.

Reporting by Tina Bellon in Austin, Texas; Editing by Dan Grebler



THE FUTURE OF WHAT'S HAPPENING NOW

## Cities Struggle With the Dark Side of Community Engagement

Transportation and housing advocates are becoming fed up with the review process, which can easily delay or kill a project. They say it puts too much power in the hands of a few privileged citizens.

September 1, 2021 • Jake Blumgart



Rush hour traffic heading into Manhattan from Brooklyn. Congestion pricing is designed to put a dent into the heavy traffic flow into New York City's business district and raise funds for mass transit. But first, the project must get through 16 months of public review.

(Ryan DeBerardinis/Shutterstock)

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After years of debate, delay and political wrangling, New York City will finally get a [congestion pricing program](#) — in 2023.

The mid-August announcement of the lengthy schedule by the Metropolitan Transportation Authority (MTA), which is leading the effort, was met by incredulity from many of the organizations and politicians who have come to support a congestion fee. It is the result of a U.S. Department of Transportation request that the policy go through a 16-month environmental review process focused on community engagement.

“I’d like to meet the person who thinks 16 months is expedited; that’s ridiculous,” [said New York Mayor Bill De Blasio](#) “If they want to know the environmental impact, I’ll tell them: It will reduce congestion, it will reduce pollution.”

Congestion pricing is a policy that has been enacted in a handful of the world’s leading cities, including London, Singapore and Milan. It reduces the ills of traffic by charging cars to enter a dense urban area. This lowers the number of automobiles and raises funds for alternative forms of transportation. In New York, it would charge drivers for entering the busiest sections of Manhattan, from Battery Park in the south to the bottom of Central Park at 60th Street.

While advocates expressed frustration at the delay, academics say that the long lag time is a common feature of local housing and transportation policymaking in already populated areas. Everything from individual housing projects to bike lanes to major new infrastructure like subway lines is subject to rigorous community engagement programs.

### **Too Deferential to Upper-Class Citizens?**

These kinds of requirements were put in place in the 1960s and 1970s to defend against the kind of top-down urban renewal and developer-centric projects that [displaced thousands of American families](#).

But critics say that America’s insistence on intensive public engagement usually only empowers a specific and privileged slice of the population.

Policymakers have gone from being overly solicitous to big developers and master builders to being overly deferential to upper middle-class homeowners and drivers.

“These processes are very much biased in favor of making it take a really long time to get anything done,” says Katherine Levine Einstein, professor of political science at Boston University. “You might say it's good to be careful about public policies. The problem is when we delay things, we make them super expensive and it has real environmental consequences.”

With her colleagues at Boston University, [Einstein conducted research](#) around participation in community meetings about housing and zoning. They studied dozens of meetings in the Boston metropolitan area and found that attendees were not remotely representative of their communities. They were more likely to be white, even in areas with small white populations, and they were even more likely to be older than the average resident and far more likely to be homeowners.

[A super majority of attendees](#) were opposed to the housing projects and zoning changes under review, with only 15 percent speaking in favor.

Their research only focuses on housing and zoning, not transportation projects like bike lanes — let alone congestion pricing, which has never been enacted anywhere in the United States. It's worth noting that not all public meetings have been found to suffer such distorted attendance. [There is research](#) that finds meetings about policing tend to involve more engagement from renters.

But Einstein says that meetings about infrastructure and transportation projects are likely to have similarly distorted results as those about housing and zoning. [Environmental reviews in particular](#) are their own beast, and she points to [research that shows](#) California's Environmental Quality Act has been weaponized by white homeowners to delay neighboring development to death. [Notoriously](#), hundreds of miles of bike lanes in California were never created because of CEQA lawsuits.

Einstein says that many environmental review requirements were often written around the concerns of the 1970s, which are still valid, but don't take into account the overwhelming urgency of addressing climate change and the huge role that a car-centric development and policy have played in warming the planet.

“Environmental reviews have been identified as a really big problem from the perspective of producing more sustainable development,” says Einstein. “These processes don't fully capture the environmental benefits of fewer people in cars because of sustainable infill development or congestion pricing.”

Representatives for the MTA insist that this is the wrong way to think about the 16-month environmental review of congestion pricing — or the larger question of community engagement.

“In some other countries, you don't always have a full public process: Decisions are made and they're just done,” says Allison C. de Cerreño, the MTA's deputy chief operating officer. “In the U.S., historically, that [kind of thing] happened many years ago and in some cases, it wasn't for the better of the communities. That's why [we have] to ensure that those voices are heard.”

After the New York state Legislature finally passed the bill allowing congestion pricing in 2019, it went to the federal Department of Transportation for final approval. The MTA heard nothing for 20 months, until Joe Biden became president. Within two months they had direction from federal regulators, who called for an environmental assessment with robust public outreach. Since then, the two institutions — along with city and state counterparts — have been working closely to determine the scope and details of the engagement campaign.

The MTA is opening its campaign with 10 webinar meetings from late September through early October. Then they will hold a meeting for “[environmental justice communities](#)” for each state in the region: New York, New Jersey and Connecticut. There will also be an Environmental Justice

Technical Advisory Group, which will hold a series of meetings after this initial round of outreach, which will allow members to review the early results of feedback. There will be a separate Environmental Justice Stakeholder Working Group open to the general public. (There will be a further round of meetings, the exact details to be determined, after the environmental assessment is published next year.)

The MTA has a phone line, a website and other feedback mechanisms where people can leave comments. C. de Cerreño says the agency already received 300 comments and that they've been overwhelmingly positive in support of congestion pricing.

### **Tech Helps, But Only So Much**

The innovations in public outreach during the pandemic may have reshaped some of the inequities of public engagement, says C. de Cerreño. Having events online means that many more people can participate, and that those who cannot leave home to attend a hearing can show up online. She points to the virtual fare and toll increase hearings the MTA held last year, which saw 2,100 comments — triple the number from 2018. (There are 22 million people in the tri-state area who the MTA considers potentially affected by the congestion fee.)

But Einstein says that Zoom and webinars have not changed who attends public meetings, at least in the case of Boston metropolitan area zoning meetings. She and her colleagues replicated their research between March and September 2020 to see if demographics changed. They didn't.

"It's a sobering result," says Einstein. "Turns out it's still a very weird subset of people who show up to a three-hour planning board meeting."

But the MTA says it is doing a lot of intentional outreach and working with affected stakeholder groups to ensure that isn't the case with congestion pricing. Einstein says that participation does seem to be different when there are organized groups that work to speak in favor of something, a forceful counterbalance to the usual status quo voices that get represented.



That's probably why the MTA has overwhelmingly seen positive feedback so far.

But some advocates argue that during the many years of battles over the policy, both in New York City and Albany, the views of such organizations have been thoroughly vetted.

“Plenty of environmental justice advocates urge swift climate action: Would those communities prefer a 16-month public process, or would they like to see this thing take effect,” says Daniel Pearlstein, policy and communications director with the Riders Alliance. “Did anyone ask environmental communities if they want what is perceived as a drawn-out public process? Or do they want rapid implementation? Because those two things are mutually exclusive.”

Pearlstein can definitively say that no one asked transit riders and their organized representatives. Congestion pricing is meant to pay for long delayed upgrades to the subway's signal system, much of which dates to the 1930s and frequently breaks down. Now the funds won't start flowing until 2023.

“It's one thing for DOT to go to a community board on bus or bike lanes and talk to local people who are very familiar with hyper local conditions on their streets,” says Pearlstein. “But congestion pricing is quite different. It's regionwide in its impact, and it's the product of legislation that was already voted on. The people's representatives have spoken in New York.”

There is not an easy answer to the question of how to balance community input against the cost of delay, especially as the need to fight climate change becomes ever more imperative. The perils of the urban renewal era are self-evident. But the drawbacks of the laws that came in reaction to it are becoming progressively evident too. The United States' commitment to direct — though not necessarily representative — democracy in these cases has been [increasingly linked to the sky-high costs of infrastructure](#).

Einstein says there are ways to reform public meetings, to some extent.

When it comes to zoning, for example, give people input on the whole code but not necessarily on the zoning that occurs just on their block. The outreach public officials do to solicit community voices needs to be re-thought too, such as focus groups for only renters or transit-dependent people. She also says that local democracy changes should be enacted to make politicians more accountable, like having them the same year as presidential races where turnout is higher. Voting often ensures more representative outcomes than turnout to a three-hour meeting on a weeknight.

But in the final analysis, she is not hopeful about resolving the internal contradictions of community engagement.

“There's a whole lot of legal, ethical, political reasons we can't do away with public meetings,” says Einstein. “But fundamentally, by their structure, public meetings will always attract an unrepresentative group of people with intense preferences. So, we're just kind of screwed.”

*\*This story was updated to reflect that the congestion fee bill passed the New York State legislature in 2019.*

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## CONGRESS

## Manchin to Dems: Pause social spending plan

The West Virginia Democrat said in a WSJ op-ed that he would not support the \$3.5 trillion package “or anywhere near that level of additional spending” without further clarity.



Sen. Joe Manchin urged Democrats Thursday to pause their effort to pass a \$3.5 trillion social spending plan. | Kevin Dietsch/Getty Images

By **MARIANNE LEVINE**

09/02/2021 04:16 PM EDT



Sen. Joe Manchin urged Democrats Thursday to pause their effort to pass a \$3.5 trillion social spending plan but suggested he'd be open to passing a pared-back version of it.

Nonetheless, the [op-ed, published Thursday in the Wall Street Journal](#), could further complicate the path forward for Democratic leadership and progressives who are pushing to pass the legislation by the end of this month.

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The West Virginia Democrat said that he would not support the \$3.5 trillion package “or anywhere near that level of additional spending” without further clarity on the economic impact of inflation and the national debt on current government programs.

“Democratic congressional leaders propose to pass the largest single spending bill in history with no regard to rising inflation, crippling debt or the inevitability of future crises,” Manchin wrote. “Instead of rushing to spend trillions on new government programs and additional stimulus funding, Congress should hit a strategic pause on the budget-reconciliation legislation.”

Manchin argued that the pause is necessary in order to evaluate the pandemic’s trajectory and examine inflation patterns. In addition, he said that a pause would allow for a more thorough analysis of the economic impact of the \$3.5 trillion spending package. Manchin has previously said he has “serious

union spending package. Manchin has previously said he has "serious concerns about the grave consequences" of passing the spending deal with the current price tag.

Manchin's op-ed comes as House and Senate Democrats are working through the August recess to finalize language for the social spending plan. Senate Majority Leader Chuck Schumer has set a deadline of Sept. 15 for committees to complete their work and progressives want to see the entire package passed before Sept. 27, the date by which Speaker Nancy Pelosi has committed to a House vote on bipartisan physical infrastructure bill.

House progressives have vowed to keep the Senate-passed infrastructure legislation and the social spending plan linked, while moderates have expressed doubts about the \$3.5 trillion plan and want to focus on passing the \$550 billion infrastructure bill at the end of the month.

Sen. Bernie Sanders (I-Vt.) responded to Manchin's op-ed on Thursday, [posting on Twitter](#) that there's "no infrastructure bill without the \$3.5 trillion reconciliation bill."

"Rebuilding our crumbling physical infrastructure – roads, bridges, water systems – is important. Rebuilding our crumbling human infrastructure – health care, education, climate change – is more important," Sanders said.

Manchin voted to advance a framework for the social spending package last month, despite his public concerns. Democrats will need his vote to pass the social spending plan in the evenly split Senate.

His op-ed could stir further divisions between centrists like himself and progressives, many of whom argue that \$3.5 trillion is already a compromise. But Manchin is not alone in his concerns; a spokesperson for Sen. Kyrsten Sinema recently reiterated that the Arizona Democrat will not support a package that costs \$3.5 trillion.

"Establishing an artificial \$3.5 trillion spending number and then reverse-engineering the partisan social priorities that should be funded isn't how you make good policy," Manchin wrote. "Undoubtedly some will argue that bold

social-policy action must be taken now. While I share the belief that we should help those who need it the most, we must also be honest about the present economic reality.”

**FILED UNDER:** CHUCK SCHUMER, NANCY PELOSI, JOE MANCHIN, KYRSTEN SINEMA

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Local News

## **MODOT completes Lake of the Ozarks interchange**

Missouri Department of Transportation completed its 18-month construction project along U.S. 54 in the Lake of the Ozarks ahead of the Labor Day weekend.

by [Ryan Pivoney](#) Sep. 1 2021 @ 11:46pm

Missouri Department of Transportation completed its 18-month construction project along U.S. 54 in the Lake of the Ozarks ahead of the Labor Day weekend.

A new interchange is complete at the intersection of U.S. 54 and Business 54/Osage Hills Road in Lake Ozark.

The \$9.7 million project began in February 2020 and is intended to improve traffic safety and flow.

According to MODOT data, 32 crashes have taken place at the intersection during the past five years.

"The completion of this work is a milestone moment for safe travel through the Lake of the Ozarks region," Central Area Engineer Robert Lynch said in a news release. "With the completion of the new interchange, traffic is able to flow more freely and safely through that area. We're excited to reach completion on this landmark project."

Lynch said Lake of the Ozarks travelers should not be impacted by construction work as crews won't be present.

In addition to the new interchange, MODOT's contracted crews from Emery Sapp and Sons built two new bridges just west of the intersection and three roundabouts, and completed paving to connect the intersections of Route 54, Business Route 54, Miller County Route W and Osage Hills Road.

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# Show-Me Zero Traffic Fatalities: Speeding Remains Top Cause of Fatalities,

## Motorcyclist Fatalities Surge in 2021

JEFFERSON CITY –A rise in speeding and other reckless driving behaviors continues to be a disturbing trend in 2021. During the first half of the year, more than 450 people lost their lives in a crash on Missouri roadways. The primary causes are all too common: excessive speeds, distraction, impairment, and choosing to not wear a seat belt or motorcycle helmet.

So far during 2021, Missouri State Highway Patrol troopers have issued more than 16,000 citations to drivers traveling 20 miles per hour or more over the posted speed limit, a 9% increase from the same time period in 2020. “Traveling too fast reduces a driver’s ability to react to changing conditions, increases stopping distance, and reduces the effectiveness of occupant protection equipment in your vehicle,” said Missouri State Highway Patrol Lieutenant Eric Brown.

Following the August 2020 repeal of the all-rider helmet law, motorcyclist fatalities are up 33% and the number of unhelmeted riders killed in crashes increased from two in the first six months of 2020 to 31 so far in 2021.

“The increase in motorcycle fatalities is very concerning, but so are the overall trends” said Missouri Department of Transportation’s Assistant State Highway and Traffic Engineer Jon Nelson. “We see the same behaviors coming into play over and over again, and the reality is, these crashes don’t have to happen. You can take these simple steps to keep yourself and your passengers safe: wear a seat belt or motorcycle helmet, put your phone down, and slow down.”

As we near the halfway point of the “100 Deadliest Days”, those days between Memorial Day and Labor Day when traffic fatalities are most prevalent, it’s imperative to be mindful of safety every time we use the roadways. Doing so may mean the difference between life and death.

Missouri’s strategic highway safety plan, *Show-Me Zero*, provides information and strategies all Missourians can use to promote four key messages: buckle up, phone down, slow down, and drive sober. More information and resources can be found at [www.savemolives.com](http://www.savemolives.com).

####

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

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**Published On:** Thu, 07/08/2021 - 10:04

### Missouri Department of Transportation

105 W. Capitol Avenue  
Jefferson City, MO 65102  
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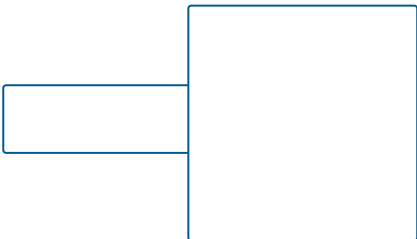
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## INSTITUTIONS | COMMUNITY COLLEGES

# Study Reveals Transportation Assistance Helps Community College Students Succeed



Liann Herder  
Sep 2, 2021

For years, higher education and student advocates have believed that difficulty in accessing transit, or its prohibitive costs, have had a measurably negative impact on student outcomes, particularly at community colleges. Now there is finally scientific evidence to back it up.

A study, conducted by The Hope Center for Community College and Justice and DVP Praxis, a research and evaluation firm focused on higher education, has shown that students with access to discounted or free transit performed better in student retention, credits earned, and completion, than those without an assisted transit card.



Dr. Russell Castañeda-Calleros

The study was conducted at Rio Hondo College, a community college and Hispanic Serving Institution (HSI), in Whittier, California. Rio Hondo partnered with the Los Angeles County Metropolitan Transportation Agency to create a deeply discounted Universal College Student Transit Pass, or U-Pass, funded almost entirely by a \$7 fee all students pay at the start of their semester.



Students can apply for a free U-Pass to use whenever it's needed: to get to work, take their kids to school, or shop for groceries at the supermarket.

Rio Hondo's director of government and community relations, Dr. Russell Castañeda-Calleros, coordinated the \$7 amount with the LA Metro, and student advocacy groups. The collaboration resulted in a 95% discount compared to the price students usually pay per semester, which Castañeda-Calleros estimated to be about \$2,000.

The College Board's student budget for 2020-2021 estimated an average commuter student can expect to spend a fifth of their total living expenses on transportation. Ninety-nine percent (99%) of students who attend a community college do not live on campus, and only 16% of students live on campus at any institution in the U.S.

"[Rio Hondo College's U-Pass Program] is not the first program like this in the country, but it's the first program to have a rigorous evaluation," said Dr. Sara Goldrick-Rab, founder of [The Hope Center](#). "We want to increase college value by adding more transportation support. Students need to graduate. That's your bottom line."

According to the study, students with a U-Pass were five percentage points more likely to enroll at the same institution the following semester and enroll the following year. Students with a U-Pass earned more credits on average, were 17% more likely to earn a credential, and 27% more likely to earn an associate degree.

DVP Praxis used a methodology called Propensity Score Matching (PSM), which allowed them to study a group of students who, although statistically similar to the U-Pass receiving students, did not receive a U-Pass.

Dr. Jessa Valentine, director of research, evaluation, and analytics at DVP Praxis, said that PSM is "a popular methodology that takes available information and creates a matched comparison group that looks similar. The matching process

allows us to get to an apples-to-apples comparison and reduces bias in the relationship between U-Pass and academic outcomes.”

PSM cannot account for non-observable or “invisible” circumstances. As an example, those students who worked to get a U-Pass may be highly motivated, and motivation isn’t a tangible asset. But in general, the comparison group was statically similar to the students who received a U-Pass. Those shared characteristics were majority female, younger than 25 years old, more likely to receive financial aid, and more likely to be first-time students.

There were also shared academic experiences for U-Pass students. U-Pass holders were twice as likely to be enrolled in a basic skills course and three times as likely to be enrolled in a transfer-level English or math course. They were also more likely to be enrolled full-time, although this is likely due to the 2016-2019 U-Pass rule that having a U-Pass required taking at least nine credit hours of study, a regulation that has since been removed.

The study sample comprised 28,463 Rio Hondo College students. Out of these, only about one in ten students received the U-Pass (2,791 students).

Removing other exterior circumstances revealed that students who held a U-Pass performed better academically regardless of gender, enrollments status, or academic prep.

“These study findings suggest that transportation supports can be an effective strategy to help community college students succeed,” said Valentine. “It relates to benefits for both part- and full-time students. College policies regarding discounted transportation shouldn’t be limited to full time students.”

Valentine added that although these results are promising, more research needs to be done.



Dr. Sara Goldrick-Rab

"There's also evidence that students aren't aware of the transportation supports that are available to them," said Valentine.

That's something Castañeda-Calleros will double down on this year. While none of the data was collected during the pandemic, he is anticipating that, when his school moves from its current hybrid model to an all in-person environment by spring 2022, the number of students applying for a U-Pass will "skyrocket."

Castañeda-Calleros said the study's results were not surprising to him, and that he was pleased to see a statistical connection to something his anecdotal surveys of students had suggested.

"It's also sobering because I'm reminded of how much more work we need to do," he said. "I interpret this study as a call to action."

Rio Hondo has nursed its relationships with their transit partnerships. Castañeda-Calleros said that transportation's institutional concerns about decreased ridership parallels his concerns about decreased enrollment during the pandemic. "We're working together on those shared challenges," he said.

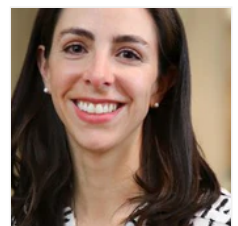
In May, Transit advocates, California's community colleges, and student advocates came together to ask LA Metro to give all community college students free rides on trains and buses. The board unanimously voted to support the idea, and the pilot launched last month. Starting in January, all low-income students will have access to a free pass.

*Liann Herder can be reached at [lherder@diverseeducation.com](mailto:lherder@diverseeducation.com).*

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### COMMUNITY COLLEGES

**Community College: Advancing Equity, Diversity, and Inclusion in the Post-COVID Labor Market**





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The U.S. Department of the Treasury outlined specific transportation-related rules regarding the disbursement of \$350 billion in Coronavirus State and Local Fiscal Recovery Funds – money provided through the American Rescue Plan (<https://aashtojournal.org/2021/03/12/transportation-getting-100b-from-1-9t-covid-relief-legislation/>) or ARP legislation passed in early March – to state, local, territorial, and tribal governments.

*[Above photo of Treasury Department headquarters by Matt Robinson]*

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



AASHTO's transportation policy team noted that the fact sheet (<https://home.treasury.gov/system/files/136/SLFRP-Fact-Sheet-FINAL1-508A.pdf>) Treasury issued with its interim final rule (<https://protect-us.mimecast.com/s/Yx6KCmZMGBSJbNOUGuWGo>) – specifically on page 60 – conforms to that request.

“Sections 602(c)(1)(C) and 603(c)(1)(C) of the Act provide recipients with broad latitude to use the Fiscal Recovery Funds for the provision of government services,” Treasury said in its guidance.

“Government services can include, but are not limited to, maintenance or pay-go funded building of infrastructure, including roads; modernization of cybersecurity, including hardware, software, and protection of critical infrastructure; health services; environmental remediation; school or educational services; and the provision of police, fire, and other public safety services.”

AASHTO noted that, according to the guidance, recipients can compute the extent of the reduction in revenue by “comparing actual revenue to a counterfactual trend” representing what could have been expected to occur in the absence of the pandemic.


“For purposes of measuring revenue growth in the counterfactual trend, recipients may use a growth adjustment of either 4.1 percent per year or the recipient’s average annual revenue growth over the three full fiscal years prior to the COVID-19 public health emergency, whichever is higher,” Treasury noted in its guidance.


Treasury Secretary Yellen added in a statement (<https://home.treasury.gov/news/press-releases/jy0169>) that broad focus of this emergency funding is to enable “communities hit hard by COVID-19 will be able to return to a semblance of normalcy.”

That also includes covering the costs of investments in water, sewer, and broadband infrastructure, making necessary investments to improve access to clean drinking water, support vital wastewater and stormwater infrastructure, and to expand access to broadband internet, she said.

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**MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2023  
APPROPRIATIONS REQUEST AND FISCAL YEAR 2022 SUPPLEMENTAL  
APPROPRIATIONS REQUEST**

-- Presented by Todd Grosvenor, Financial Services Director, 573-751-4626.

**ISSUE:** The Missouri Department of Transportation's (MoDOT's) fiscal year 2023 appropriations request and fiscal year 2022 supplemental appropriations request are presented for approval. Section 33.220, RSMo, requires all state departments to submit an appropriations request annually by October 1 to the State Budget Director. MoDOT Financial Services staff provides MoDOT's appropriations request to the Office of Administration – Division of Budget and Planning (OA) and supports it through the legislative process.

**RECOMMEND that the Commission:**

- Approve the proposed fiscal year 2023 appropriations request totaling \$4.1 billion, for all MoDOT appropriations associated with House Bill 4, as documented in Attachment 1.
- Approve the proposed fiscal year 2022 supplemental appropriations request totaling \$74.0 million as documented in Attachment 2.

**DEPARTMENT VIEW:**

- The fiscal year 2023 appropriations request is \$4.1 billion. The appropriations request is \$339.5 million, or 9.1 percent, more than the fiscal year 2022 Truly Agreed to and Finally Passed (TAFP) budget.
- The personal services and fringe benefits request is \$61.8 million, or 12.6 percent, more than the fiscal year 2022 TAFP budget. The increase has been offset by items previously vetoed. Below are the increases:
  - \$45.0 million for proposed market adjustments for employee salaries which include modifying the salary structure to optimize it and be more competitive with market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure.
  - \$13.3 million for additional staffing of 107 Full-Time Equivalents (FTE's) to deliver and maintain a larger construction program in fiscal year 2023 from additional funding, including \$500.0 million of Amendment 3 bond issuance proceeds, \$234.8 million from the COVID Relief Act passed by Congress in December, \$71.0 million from redirected CARES Act funding and the anticipated increase in state motor fuel tax revenues from the passage of Senate Bill 262 during the 2021 legislative session. The 107 FTE's include 105 full-time salaried positions and two FTE's for overtime hours.
  - \$4.1 million for the remaining six months of the January 1, 2022 statewide two percent cost of living adjustment (July 1, 2022-December 31, 2022).
  - \$456,145 is needed for four additional employees to implement the Enterprise Resource Planning (ERP) system that is replacing the current systems for accounting, budgeting, human resources and procurement.
- Safety and Operations increased \$26.6 million, or 6.3 percent, compared to the fiscal year 2022 TAFP budget. The increase includes the following:
  - \$19.8 million for the personal services increases discussed above.
  - \$5.0 million for the increasing price of roadway materials due to inflation.

- \$819,000 for the first year of a 20-year maintenance plan to update and/or replace radio towers in desperate need of repair.
- \$1.0 million for lodging and meals to allow district employees to travel to other districts within the state to help with winter operations.
- Program Delivery increased \$125.8 million, or 5.9 percent, compared to the fiscal year 2022 TAFP budget. The increase includes the following:
  - \$15.0 million for the personal services increases discussed above.
  - \$148.0 million for the program delivery construction program due to an increase in contractor payments, consultant design work and right of way purchases as the department's construction program increases with the additional funding provided by the state motor fuel tax increase from Senate Bill 262, Amendment 3 bond proceeds and CARES Act funding. This item does not include the necessary personal services and fringe benefits costs for administering a larger program, as those costs are included in the personal services expansion discussed above.
  - \$55.0 million to pay additional debt service from the State Road Bond Fund from the planned issuance of \$500.0 million of Amendment 3 bonds in fiscal year 2023.
  - We are requesting a \$92.2 million decrease for the Focus on Bridges and Transportation Cost-Share programs based upon expenditures already made in previous fiscal years.
- Fleet, Facilities and Information Systems (FFIS) increased \$6.0 million, or 6.4 percent, compared to the fiscal year 2022 TAFP budget. The increase includes the following:
  - \$973,000 for the personal services increases discussed above.
  - \$1.5 million for repairs to MoDOT's fleet of dump trucks. The department has 457 dump trucks with malfunctioning hydraulic systems which have caused safety issues for staff. This increase will allow MoDOT to replace the hydraulic systems that need to be repaired.
  - \$928,000 for weigh station improvements, which includes \$528,000 for static scale replacements, \$200,000 to decommission and convert to truck parking the Kearney Northbound and St. Joseph Eastbound weigh stations and \$200,000 for fiscal year 2022 project costs anticipated to carry over into fiscal year 2023.
  - \$4.2 million to make Americans with Disabilities Act (ADA) improvements and to add truck parking to rest areas. This increase includes \$900,000 to remodel the Boonville facility and \$3.3 million for building demolition, vault toilet installation and additional truck parking spaces at the Lathrop Southbound and Dearborn Southbound facilities.
- Multimodal appropriations increased \$5.2 million, or 2.0 percent, compared to the fiscal year 2022 TAFP budget. The increase has been offset by one-time funding and expenditures made in previous fiscal years. The increase includes the following:
  - \$218,000 for the personal services increases discussed above.
  - \$7.0 million to help defray operating and capital costs for public transportation providers. The Missouri State Transit Assistance program is one of the smallest state programs nationally. These funds have been used for operating assistance to help subsidize transit operating deficits for public transit agencies throughout the state.
  - \$15.1 million for American Rescue Plan Act (ARPA) federal funds for transit and aviation programs including the Section 5310 Federal Transit Administration (FTA) program, Section 5311 FTA program and State Block Grant Federal Aviation



- Administration program. These funds will provide capital and operating assistance for transit providers throughout the state and be used for aviation project.
- \$200,000 for administration and operation financial assistance for ports. The program has increased by two additional ports since 2019, which are the Heartland Port Authority of Central Missouri and the St. Charles Port Authority.
  - \$2.3 million for freight enhancement projects. Each year, several competitive projects are not approved due to insufficient appropriation authority for this program.
  - Transfer appropriations increased \$150.3 million, or 25.8 percent, compared to the fiscal year 2022 TAFP budget. The increase includes the following:
    - \$150.0 million for the monthly transfer of additional state motor fuel tax revenues due to the passage of Senate Bill 262 from the State Highways and Transportation Department Fund to the State Road Fund.
    - \$250,000 to transfer funds from the Missouri Medal of Honor Fund to the State Road Fund based upon the passage of Senate Bill 258. This funding is for the erection, maintenance and repair of memorial designated highway signs for Medal of Honor recipients.
  - The following supplemental appropriations will be requested for fiscal year 2022, as documented in Attachment 2:
    - \$1.0 million for lodging and meals to allow district employees to travel to other districts within the state to help with winter operations.
    - \$3.5 million for repairs to MoDOT's fleet of dump trucks. The department has 457 dump trucks with malfunctioning hydraulic systems which have caused safety issues for staff. This increase will allow MoDOT to replace the hydraulic systems that need to be repaired.
    - \$15.1 million for American Rescue Plan Act (ARPA) federal funds for transit and aviation programs including the Section 5310 Federal Transit Administration (FTA) program, the Section 5311 FTA program, and the State Block Grant Federal Aviation Administration program. These funds will be used to purchase buses and provide capital and operating assistance for transit providers throughout the state and for aviation project costs.
    - \$200,000 for administration and operation financial assistance for ports. The program has increased by two additional ports since 2019, which are the Heartland Port Authority of Central Missouri and the St. Charles Port Authority.
    - \$53.9 million for the monthly transfer of additional state motor fuel tax revenues due to the passage of Senate Bill 262 from the State Highways and Transportation Department Fund to the State Road Fund.
    - \$250,000 to transfer funds from the Missouri Medal of Honor Fund to the State Road Fund based upon the passage of Senate Bill 258. This funding is for the erection, maintenance and repair of memorial designated highway signs for Medal of Honor recipients.

**OTHER VIEWS:**

- The appropriations request complies with the budget instructions provided by the OA.

**MHTC POLICY:**

- Financial – Budget – Operating budget.

**OTHER PERTINENT INFORMATION:**

- Definitions for types of appropriations are as follows:
  - Personal Services includes all payroll, and leave payments upon termination.
  - Fringe Benefits-Personal Services consists of retirement contributions and costs for long-term disability, medical, and life insurance for MoDOT employees.
  - Fringe Benefits-Expense & Equipment consists of workers' compensation, the employee assistance program and medical insurance for MoDOT retirees.
  - Expense & Equipment includes costs for the operation of the department, such as supplies, equipment, facilities and travel.
  - Attachment 3 lists total MoDOT Disbursements and Transfers, as shown on Attachment 1 by fund.
  - In accordance with the OA's instructions, certain transfer and fringe benefit appropriations are not included in MoDOT's appropriation request because these appropriations are administered by the OA in House Bill 5. The majority of these amounts are the Commission's match for social security contributions.

**SOURCE OF FUNDING:** State and federal funds dedicated by law, or appropriated, for Missouri transportation purposes.