



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

MARCH 17, 2022  
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

March 17, 2022

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/Russell)

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

##### C. Approval of January 20, 2022 Minutes ..... Tab 1

(2 minutes/Russell)

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

##### D. Public Comment Period for All Agenda Items ..... Tabs 2 & 9

(5 minutes/Russell)

Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on March 16th 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 under Tab 9.

##### 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/Russell)

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 2<sup>nd</sup> Quarter 2021-2022 Budget Year..... Tab 3**  
(5 minutes/Cossey/Parks)

Staff will present the second quarter financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE SECOND QUARTER  
FINANCIAL STATEMENTS FOR THE 2021-2022 BUDGET YEAR**

**B. FY 2022-2025 TIP Amendment Four ..... Tab 4**  
(5 minutes/Longpine)

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

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FY 2022-2025 TIP  
AMENDMENT FOUR**

**C. Overview of the Bipartisan Infrastructure Law (IIJA) ..... Tab 5**  
(10 minutes/Longpine)

An overview of the Bipartisan Infrastructure Law will be provided.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**D. OTO 2023-2027 Recommended STIP Project List..... Tab 6**  
(10 minutes/Fields)

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

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**E. Federal Discretionary Grant Support..... Tab 7**  
(10 minutes/Fields)

The OTO and the City of Springfield are currently preparing 3 grant applications for federal discretionary transportation programs. Staff is requesting approval of resolutions of support and certification to add to the TIP.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RESOLUTIONS AND  
CERTIFICATIONS FOR THE I-44, MM, AND JEFFERSON AVENUE FOOTBRIDGE.**

**III. Other Business**

**A. Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

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

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

(5 minutes/Board of Directors Members)

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

**C. Articles for Board of Directors Member Information ..... Tab 8**

(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, May 19, 2022 at 12:00 P.M. in person and via Zoom.

**Attachments**

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

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

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

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

**TAB 1**

**BOARD OF DIRECTORS AGENDA 03/17/2022; ITEM I.C.**

**January 20, 2022 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors January 20, 2022 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 January 20, 2022 meeting minutes.”

OR

“Move to approve the Board of Directors January 20, 2022 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
JANUARY 20, 2022**

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. Lynn Morris, Christian County
Mr. Steve Campbell, MoDOT	Ms. Stacy Reese, MoDOT (a)
Mr. Steve Childers, City of Ozark (a)	Mr. Mike Schilling, City of Springfield
Mr. Jerry Compton, Citizen-at-Large	Ms. Martha Smartt, City of Strafford (a)
Mr. Brad Gray, City of Willard (a)	Mr. Dan Smith, City of Springfield (a)
Mr. Skip Jansen, City Utilities Transit	Mr. Richard Walker, Springfield Citizen-at-Large
Mr. Rusty MacLachlan, Greene 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. Andrew Lear, City of Springfield
Mr. David Cameron, City of Republic (a)	Mr. Bradley McMahon, FHWA
Mr. Travis Cossey, City of Nixa (a)	Mr. James O'Neal, Citizen-at-Large
Ms. Debra Hickey, City of Battlefield	Mr. John Russell, Greene County (Chair)

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

Vice-Chairman Childers called the meeting to order at approximately 12:01 p.m.

**I. Administration**

**A. Welcome and Roll Call**

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

A quorum was present.

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

Mr. Weiler moved to approve the January 20, 2022 agenda. Mr. Walker seconded the motion. Vice-Chairman Childers called for a roll call vote.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Absent
Mr. Jerry Compton	Aye	Mr. John Russell	Absent
Mr. Travis Cossey	Absent	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	--
Ms. Debra Hickey	Absent	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Richard Walker	Aye
Mr. Andrew Lear	Absent	Mr. Brian Weiler	Aye

The motion passed.

**C. Approval of November 18, 2021 Minutes**

Mr. Weiler moved to approve the minutes from the November 18, 2021 meeting. Mr. Branch seconded the motion. Vice-Chairman Childers called for a roll call vote.

Member	Vote	Member	Vote
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	Aye
Mr. Steve Childers	Aye	Mr. James O'Neal	Absent
Mr. Jerry Compton	Aye	Mr. John Russell	Absent
Mr. Travis Cossey	Absent	Mr. Mike Schilling	Aye
Mr. Brad Gray	Aye	Ms. Martha Smartt	--
Ms. Debra Hickey	Absent	Mr. Dan Smith	Aye
Mr. Skip Jansen	Aye	Mr. Richard Walker	Aye
Mr. Andrew Lear	Absent	Mr. Brian Weiler	Aye

The motion passed.

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

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

**E. Executive Director's Report**

Ms. Fields reported that work continues on the North 13 Corridor Study, looking at alternatives and cost. There will be a public meeting on February 10<sup>th</sup> at 4:00 pm to present the alternatives to the public. There is also a website, North13Study.com.

Work continues on trail projects. OTO is waiting on paperwork approval to send the RFQ out for design services on the piece in Greene County on City Utilities property. The overpass study in Christian County is continuing, looking at the best location and the cost associated with it. This will hopefully be wrapped up in February/March.

Staff is still monitoring and waiting for information regarding the Bipartisan Federal Infrastructure Law. The bridge funding tables were released which gave a state-by-state total. It also talked about a 15% off-system bridge set-aside that is 100% funding. It does not appear that a match will be required for the BRO funds anymore. OTO is waiting for more information from MoDOT since they receive them as a block. MoDOT distributes the money and will design a process on how that will be done.

OTO is waiting on updated amounts for the Surface Transportation Block Grant and TAP Funding. TAP Funds are expected to double.

A second meeting was held regarding the Statewide Transportation Improvement Program and project recommendations. Two meetings were held in January. Meetings are typically held in February, but it was an expedited time-frame at MoDOT's request. Ms. Fields reviewed the recommendations made by the Committee. OTO will not know if these recommendations make it into the STIP until around May.

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

Mr. Campbell stated turnover at MoDOT continues to be a big problem. In 2021, MoDOT lost 825 people which is the highest number ever. Turnover and sickness has created challenges in MoDOT's winter efforts.

Project updates include: James River is about to reach its winter pause point; the work on 13 is more/less done with some minor finishes; there are a few active bridge projects and ADA projects that can be worked on during the winter. There is a lot of development activity happening at a rapid pace including permit type reviews. Some of these present challenges with safety and operational studies.

Ms. Reese shared MoDOT Southwest is looking to add an additional Project Manager in their Design Department.

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

Ms. Anderson with Senator Blunt's Office reported Senators were scheduled to be on a break this week, but the break was cancelled to work on the Election Bill and the motion that could potentially eliminate the filibuster. The Election Bill did not pass nor did the motion to eliminate the filibuster. The US Treasury released the final rule earlier this month regarding ARPA Funds. Ms. Anderson has sent out an email with a summary of the rule. The rule included a provision for replacing lost revenue which offers a standard allowance for government services, defined as roads and infrastructure. For appropriations, they are working off of the budget passed in late October 2020. In December they passed a continuing resolution to continue to fund the government through February 18<sup>th</sup>.

### **III. New Business**

#### **A. FY 2021 Independent Financial Statement Audit Report**

Ms. Fields stated Ms. Cinda L Rodgers, CPA, PC, conducted the audit of the Ozarks Transportation Organization's financial accounting and reporting practices for the fiscal year-ending June 30, 2021. The audit for FY 2021, which ran from July 1, 2020 to June 30, 2021 was included for the Board of Directors review and acceptance. There were no findings included as part of this audit. The ending fund balance for June 2021 was \$454,838. This was a decrease from the prior year balance of



\$489,275 by \$34,437 (due to a change of the dues deadline).

Mr. Jansen made a motion to accept the Fiscal Year 2021 Independent Financial Statement Audit Report. Mr. MacLachlan seconded the motion. Vice-Chairman Childers called for a roll call vote.

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

The motion passed.

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

Ms. Longpine reported there was one item included as part of Administrative Modification 2 to the FY 2022-2025 Transportation Improvement Program.

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

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

- **Shuyler Creek Trail (EN2010-22AM3)**  
Adding TAP funding in place of STBG-U funding in the amount of \$450,000.

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

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

This was informational only. No action was required.

**C. FY 2022-2025 TIP Amendment Three**

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

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

Ms. Smartt made a motion to approve Amendment 3 to the FY 2022-2025 Transportation Improvement Program. Mr. Branch seconded the motion. Vice-Chairman Childers called for a roll call vote.

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

The motion passed.

#### D. Federal Functional Class Change Request

Mr. Thomason reported that pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare

Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

***Summary of the submitted application materials:***

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

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

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

1. **Roadway Name** – New Melville Road, Route AB to Farm Road 103  
**Current Functional Classification** – Local  
**Requested Functional Classification** – Minor Collector  
**Major Thoroughfare Plan** – Collector
2. **Roadway Name** – Knight Street – from Route AB to Miller Road  
**Current Functional Classification** – Local  
**Requested Functional Classification** – Minor Collector  
**Major Thoroughfare Plan** – Local\*  
**\*Staff Comments:** Knight Street in Willard is not currently shown as a collector on the OTO's Major Thoroughfare Plan. Staff believes Knight Street meets the requirements of a collector and will address the MTP inconsistency as it updates the entire MTP in the coming months.

Mr. Compton made a motion to approve the Functional Classification Change requests. Mr. MacLachlan seconded the motion. Vice-Chairman Childers called for a roll call vote.

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

The motion passed.

#### E. Statement of Priorities on Pedestrian and Bicycle Infrastructure

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

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

Mr. Jansen made a motion to approve the Statement of Priorities and accompanying report. Mr. Smith seconded the motion. Vice-Chairman Childers called for a roll call vote.

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

The motion passed.

#### F. September 30, 2021 Federal Funds Balance Report

Ms. Longpine shared Ozarks Transportation Organization is allocated Urban Surface Transportation

Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

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

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

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. OTO commends those who have taken action to plan for the use of available funds. While the current balance is now much below the allowed amount due to the recent obligations of several projects, members should be aware that balances accrue quickly and should continue to be monitored.

This was informational only. No action required. OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

### **III. Other Business**

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

Ms. Smartt shared appreciation of the study MoDOT is conducting on the intersection in Strafford.

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

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

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

Vice-Chairman Childers 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. Smith made a motion to adjourn the meeting. Mr. Jansen seconded the motion. Vice-Chairman Childers called for a roll call vote.

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

The motion passed. The meeting adjourned at 12:52 p.m.

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David Cameron  
OTO Secretary

**TAB 2**



**BOARD OF DIRECTORS AGENDA 03/17/2022; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Under Tab 9 of the agenda packet, for Board member review, are Public Comments for the time frame between January 20, 2022 and March 10, 2022. Any additional public comment received by March 16, 2022 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.

**TAB 3**

## BOARD OF DIRECTORS AGENDA 03/17/2022; ITEM II.A.

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

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

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

Included for consideration are the second quarter financial statements for the 2021-2022 Budget Year. This period includes October 1, 2021, through December 31, 2021. The second quarter expenses total 34.1 percent of budget. The revenue was 42.8 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

#### Section One – OTO Operational Financial Statements

- *Balance Sheet*  
The current outstanding liabilities include:
  - \$2,560.82 – Purchasing Card
  - \$365.14 – FSA Accounts
  - \$5,850.00 – In outstanding checks
  - \$8,775.96 -- **Total**
- *Operating Fund Balance Report* shows the OTO has a fund balance of \$567,517.16 at the end of December. This balance is within the 3-6 month range set for expenses.
- *Profit and Loss Statement*  
During this period, expenses exceeded revenue in the amount of -\$32,199.77.
- *Budget vs. Actual*  
The OTO budgeted expenses in the amount of \$1,242,381.22 for the budget year. Actual expenses at the end of the second quarter are \$423,726.50. This is 34.1 percent of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of \$112,679.63.

#### Section Two – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet*  
The UPWP Financial statements include the amount in-Kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP budgeted expenses were \$1,324,861.22 once the in-kind expense is included.  
  
The OTO utilized \$11,133.37 of in-Kind match income during the second 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 – 2nd 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 Second Quarter Financial Statements for the 2021-2022 Budget Year.”

OR

“Move to return to staff the Second Quarter Financial Statements for the 2021-2022 Budget Year in order to...”

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of December 31, 2021

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	Dec 31, 21
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	399,911.57
Southern Bank--Money Market	100,910.20
Southern Bank-Sm Bus Checking	69,621.35
Total Checking/Savings	570,443.12
Total Current Assets	570,443.12
<b>TOTAL ASSETS</b>	<b>570,443.12</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	2,560.82
Total Credit Cards	2,560.82
Other Current Liabilities	
Total Other Current Liabilities	365.14
Total Current Liabilities	2,925.96
<b>Total Liabilities</b>	2,925.96
Equity	
Unrestricted Net Assets	454,837.53
Net Income	112,679.63
Total Equity	567,517.16
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>570,443.12</b>

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
October through December 2021

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	Oct - Dec 21
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
Interest Income	441.91
Miscellaneous Revenue	68.94
<b>Total Other Types of Income</b>	510.85
OTO Revenue	
Consolidated Planning Grant CPG	189,929.54
<b>Total OTO Revenue</b>	189,929.54
<b>Total Income</b>	190,440.39
<b>Gross Profit</b>	190,440.39
<b>Expense</b>	
<b>Building</b>	
Building Lease	13,515.00
Common Area Main Exp	4,035.00
Infill Costs	279.36
Maintenance	50.00
Office Cleaning	1,062.00
Utilities	595.83
<b>Total Building</b>	19,537.19
<b>Commodities</b>	
Office Supplies/Furniture	2,824.41
OTO Promotional Items	1,301.30
Publications	298.00
<b>Total Commodities</b>	4,423.71
<b>Information Technology</b>	
Computer Upgrades/Equip Replace	2,313.36
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,929.01
Software	828.84
Webhosting	129.94
<b>Total Information Technology</b>	7,218.15
<b>Insurance</b>	
Professional Liability	73.00
Workers Compensation	-108.00
<b>Total Insurance</b>	-35.00
<b>Operating</b>	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	84.00
<b>Total Copy Machine Lease</b>	693.75
Dues/Memberships	300.00
Education/Training/Travel	95.00
Food/Meeting Expense	1,336.38
Printing/Mapping Services	381.75
Staff Mileage Reimbursement	585.20
Telephone/Internet	1,235.27
<b>Total Operating</b>	4,627.35



**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
October through December 2021

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	<u>Oct - Dec 21</u>
<b>Personnel</b>	
Mobile Data Plans	450.00
Payroll Services	620.92
Salaries	<u>158,840.74</u>
<b>Total Personnel</b>	159,911.66
<b>Services</b>	
Audit	3,845.00
Legislative Education	3,073.31
Long Range Plan Update	379.39
Professional Services (Legal &	14,659.40
Trans Consult/Model Services	<u>5,000.00</u>
<b>Total Services</b>	<u>26,957.10</u>
<b>Total Expense</b>	<u>222,640.16</u>
<b>Net Ordinary Income</b>	<u>-32,199.77</u>
<b>Net Income</b>	<u><u>-32,199.77</u></u>

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

	Jul - Dec 21	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	873.71	4,000.00	-3,126.29	21.8%
Miscellaneous Revenue	242.25			
<b>Total Other Types of Income</b>	1,115.96	4,000.00	-2,884.04	27.9%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	370,082.01	903,089.00	-533,006.99	41.0%
Local Jurisdiction Match Funds	165,208.16	188,208.16	-23,000.00	87.8%
Surface Trans Block Grant	0.00	156,800.00	-156,800.00	0.0%
<b>Total OTO Revenue</b>	535,290.17	1,248,097.16	-712,806.99	42.9%
<b>Total Income</b>	536,406.13	1,252,097.16	-715,691.03	42.8%
<b>Gross Profit</b>	536,406.13	1,252,097.16	-715,691.03	42.8%
<b>Expense</b>				
Bank Fees	0.00	20.00	-20.00	0.0%
<b>Building</b>				
Building Lease	27,030.00	54,060.00	-27,030.00	50.0%
Common Area Main Exp	8,070.00	18,000.00	-9,930.00	44.8%
Infill Costs	699.36	2,000.00	-1,300.64	35.0%
Maintenance	100.00	4,000.00	-3,900.00	2.5%
Office Cleaning	2,309.00	4,500.00	-2,191.00	51.3%
Utilities	1,174.68	3,500.00	-2,325.32	33.6%
<b>Total Building</b>	39,383.04	86,060.00	-46,676.96	45.8%
<b>Commodities</b>				
Office Supplies/Furniture	6,268.55	7,000.00	-731.45	89.6%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	1,701.30	3,500.00	-1,798.70	48.6%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,500.00	-1,133.00	24.5%
<b>Total Commodities</b>	8,336.85	17,000.00	-8,663.15	49.0%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	7,086.78	8,000.00	-913.22	88.6%
Data Storage/Backup	2,034.00	4,800.00	-2,766.00	42.4%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	5,313.01	11,000.00	-5,686.99	48.3%
Software	1,565.88	6,000.00	-4,434.12	26.1%
Webhosting	401.47	2,300.00	-1,898.53	17.5%
<b>Total Information Technology</b>	16,401.14	37,600.00	-21,198.86	43.6%

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

	Jul - Dec 21	Budget	\$ Over Budget	% of Budget
<b>Insurance</b>				
Directors & Officers	2,195.00	3,000.00	-805.00	73.2%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,792.00	2,800.00	-8.00	99.7%
Workers Compensation	1,174.00	1,700.00	-526.00	69.1%
<b>Total Insurance</b>	<b>6,161.00</b>	<b>10,500.00</b>	<b>-4,339.00</b>	<b>58.7%</b>
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	96.00	200.00	-104.00	48.0%
Lease Principal Expense	811.50	1,650.00	-838.50	49.2%
Maintenance for Copier	312.00	650.00	-338.00	48.0%
Toner & Overages	168.00	3,200.00	-3,032.00	5.3%
<b>Total Copy Machine Lease</b>	<b>1,387.50</b>	<b>5,700.00</b>	<b>-4,312.50</b>	<b>24.3%</b>
Dues/Memberships	2,525.34	9,000.00	-6,474.66	28.1%
Education/Training/Travel	920.00	23,000.00	-22,080.00	4.0%
Food/Meeting Expense	2,427.95	4,300.00	-1,872.05	56.5%
Legal/Bid Notices	1,385.54	1,500.00	-114.46	92.4%
Postage/Postal Services	0.00	1,800.00	-1,800.00	0.0%
Printing/Mapping Services	381.75	5,000.00	-4,618.25	7.6%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	879.70	3,500.00	-2,620.30	25.1%
Telephone/Internet	2,395.42	5,500.00	-3,104.58	43.6%
<b>Total Operating</b>	<b>12,303.20</b>	<b>60,800.00</b>	<b>-48,496.80</b>	<b>20.2%</b>
<b>Personnel</b>				
Mobile Data Plans	1,082.37	2,800.00	-1,717.63	38.7%
Payroll Services	1,289.26	3,000.00	-1,710.74	43.0%
Salaries	305,133.54	729,001.22	-423,867.68	41.9%
<b>Total Personnel</b>	<b>307,505.17</b>	<b>734,801.22</b>	<b>-427,296.05</b>	<b>41.8%</b>
<b>Services</b>				
Audit	3,845.00	5,000.00	-1,155.00	76.9%
Legislative Education	3,477.31	7,500.00	-4,022.69	46.4%
Long Range Plan Update	379.39	10,000.00	-9,620.61	3.8%
Professional Services (Legal & TIP Tool Maintenance)	20,934.40	65,000.00	-44,065.60	32.2%
	0.00	9,600.00	-9,600.00	0.0%

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

	Jul - Dec 21	Budget	\$ Over Budget	% of Budget
Trans Consult/Model Services	5,000.00	196,000.00	-191,000.00	2.6%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
<b>Total Services</b>	33,636.10	295,600.00	-261,963.90	11.4%
<b>Total Expense</b>	423,726.50	1,242,381.22	-818,654.72	34.1%
<b>Net Ordinary Income</b>	112,679.63	9,715.94	102,963.69	1,159.7%
<b>Net Income</b>	<b>112,679.63</b>	<b>9,715.94</b>	<b>102,963.69</b>	<b>1,159.7%</b>

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

**Monthly Ending Balance**

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	\$339,225.23	\$150,786.15	\$152,831.30	\$642,842.68
8/31/2020	\$399,444.15	\$150,818.17	\$74,210.20	\$624,472.52
9/30/2020	\$399,559.07	\$130,848.75	\$78,066.18	\$608,474.00
10/31/2020	\$399,677.85	\$130,875.66	\$75,350.39	\$605,903.90
11/30/2020	\$399,792.80	\$70,897.83	\$118,636.02	\$589,326.65
12/31/2020	\$399,911.57	\$100,910.20	\$75,471.35	\$576,293.12
1/31/2021				\$0.00
2/28/2021				\$0.00
3/31/2021				\$0.00
4/30/2021				\$0.00
5/31/2021				\$0.00
6/30/2021				\$0.00

**Balance After Liabilities**

Southern Bank & ICS Balances 12/31/2021	\$576,293.12
Outstanding Checking Withdrawals	-\$5,850.00
Other Outstanding Liabilities	-\$2,925.96
<b>Total Equity 9/30/2021</b>	<b>\$567,517.16</b>

**FY 2021-22 UPWP Budget**

**3 months of expenses**

**6 months of expenses**

**\$1,324,861.22**

**\$331,215.31**

**\$662,430.61**

# OTO UPWP Financial Reports

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

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
October through December 2021

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	Oct - Dec 21
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	11,133.36
Interest Income	441.91
Miscellaneous Revenue	68.94
Total Other Types of Income	11,644.21
OTO Revenue	
Consolidated Planning Grant CPG	189,929.54
Total OTO Revenue	189,929.54
Total Income	201,573.75
Gross Profit	201,573.75
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	4,035.00
Infill Costs	279.36
Maintenance	50.00
Office Cleaning	1,062.00
Utilities	595.83
Total Building	19,537.19
Commodities	
Office Supplies/Furniture	2,756.59
OTO Promotional Items	341.95
Publications	298.00
Total Commodities	3,396.54
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	7,743.46
Member Attendance at Meetings	3,389.90
Total In-Kind Match Expense	11,133.36
Information Technology	
Computer Upgrades/Equip Replace	2,313.36
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,929.01
Software	828.84
Webhosting	129.94
Total Information Technology	7,218.15
Insurance	
Professional Liability	73.00
Workers Compensation	-108.00
Total Insurance	-35.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	84.00
Total Copy Machine Lease	693.75
Dues/Memberships	300.00
Education/Training/Travel	95.00



**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
October through December 2021

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	<u>Oct - Dec 21</u>
Food/Meeting Expense	1,171.24
Printing/Mapping Services	381.75
Staff Mileage Reimbursement	585.20
Telephone/Internet	1,235.27
<b>Total Operating</b>	<b>4,462.21</b>
<b>Personnel</b>	
Mobile Data Plans	450.00
Payroll Services	620.92
Salaries	158,840.74
<b>Total Personnel</b>	<b>159,911.66</b>
<b>Services</b>	
Audit	3,845.00
Long Range Plan Update	379.39
Professional Services (Legal &	14,659.40
Trans Consult/Model Services	5,000.00
<b>Total Services</b>	<b>23,883.79</b>
<b>Total Expense</b>	<b>229,507.90</b>
<b>Net Ordinary Income</b>	<b>-27,934.15</b>
<b>Net Income</b>	<b>-27,934.15</b>

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

	Jul - Dec 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	25,895.77	96,000.00	-70,104.23	27.0%
Interest Income	873.71	0.00	873.71	100.0%
Miscellaneous Revenue	242.25			
<b>Total Other Types of Income</b>	27,011.73	96,000.00	-68,988.27	28.1%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	370,082.01	903,089.00	-533,006.99	41.0%
Local Jurisdiction Match Funds	165,208.16	188,208.16	-23,000.00	87.8%
Surface Trans Block Grant	0.00	156,800.00	-156,800.00	0.0%
<b>Total OTO Revenue</b>	535,290.17	1,248,097.16	-712,806.99	42.9%
<b>Total Income</b>	562,301.90	1,344,097.16	-781,795.26	41.8%
<b>Gross Profit</b>	562,301.90	1,344,097.16	-781,795.26	41.8%
<b>Expense</b>				
<b>Building</b>				
Building Lease	27,030.00	54,060.00	-27,030.00	50.0%
Common Area Main Exp	8,070.00	18,000.00	-9,930.00	44.8%
Infill Costs	699.36	2,000.00	-1,300.64	35.0%
Maintenance	100.00	4,000.00	-3,900.00	2.5%
Office Cleaning	2,309.00	4,500.00	-2,191.00	51.3%
Utilities	1,174.68	3,500.00	-2,325.32	33.6%
<b>Total Building</b>	39,383.04	86,060.00	-46,676.96	45.8%
<b>Commodities</b>				
Office Supplies/Furniture	6,200.73	7,000.00	-799.27	88.6%
OTO Promotional Items	341.95	0.00	341.95	100.0%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,500.00	-1,133.00	24.5%
<b>Total Commodities</b>	6,909.68	11,000.00	-4,090.32	62.8%
<b>In-Kind Match Expense</b>				
Direct Cost - MoDOT Salaries	15,859.60	60,000.00	-44,140.40	26.4%
Member Attendance at Meetings	10,036.17	36,000.00	-25,963.83	27.9%
<b>Total In-Kind Match Expense</b>	25,895.77	96,000.00	-70,104.23	27.0%

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

	Jul - Dec 21	Budget	\$ Over Budget	% of Budget
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	7,086.78	8,000.00	-913.22	88.6%
Data Storage/Backup	2,034.00	4,800.00	-2,766.00	42.4%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	5,313.01	11,000.00	-5,686.99	48.3%
Software	1,565.88	6,000.00	-4,434.12	26.1%
Webhosting	401.47	2,300.00	-1,898.53	17.5%
<b>Total Information Technology</b>	<b>16,401.14</b>	<b>37,600.00</b>	<b>-21,198.86</b>	<b>43.6%</b>
<b>Insurance</b>				
Directors & Officers	2,195.00	3,000.00	-805.00	73.2%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,792.00	2,800.00	-8.00	99.7%
Workers Compensation	1,174.00	1,700.00	-526.00	69.1%
<b>Total Insurance</b>	<b>6,161.00</b>	<b>10,500.00</b>	<b>-4,339.00</b>	<b>58.7%</b>
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	96.00	200.00	-104.00	48.0%
Lease Principal Expense	811.50	1,650.00	-838.50	49.2%
Maintenance for Copier	312.00	650.00	-338.00	48.0%
Toner & Overages	168.00	3,200.00	-3,032.00	5.3%
<b>Total Copy Machine Lease</b>	<b>1,387.50</b>	<b>5,700.00</b>	<b>-4,312.50</b>	<b>24.3%</b>
Dues/Memberships	2,398.22	9,000.00	-6,601.78	26.6%
Education/Training/Travel	920.00	23,000.00	-22,080.00	4.0%
Food/Meeting Expense	2,262.81	4,300.00	-2,037.19	52.6%
Legal/Bid Notices	1,385.54	1,500.00	-114.46	92.4%
Postage/Postal Services	0.00	1,800.00	-1,800.00	0.0%
Printing/Mapping Services	381.75	5,000.00	-4,618.25	7.6%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	879.70	3,500.00	-2,620.30	25.1%
Telephone/Internet	2,395.42	5,500.00	-3,104.58	43.6%
<b>Total Operating</b>	<b>12,010.94</b>	<b>60,800.00</b>	<b>-48,789.06</b>	<b>19.8%</b>
<b>Personnel</b>				
Mobile Data Plans	1,082.37	2,800.00	-1,717.63	38.7%
Payroll Services	1,289.26	3,000.00	-1,710.74	43.0%
Salaries	305,133.54	729,001.22	-423,867.68	41.9%
<b>Total Personnel</b>	<b>307,505.17</b>	<b>734,801.22</b>	<b>-427,296.05</b>	<b>41.8%</b>

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

	Jul - Dec 21	Budget	\$ Over Budget	% of Budget
<b>Services</b>				
<b>Audit</b>	3,845.00	5,000.00	-1,155.00	76.9%
<b>Long Range Plan Update</b>	379.39	10,000.00	-9,620.61	3.8%
<b>Professional Services (Legal &amp; TIP Tool Maintenance)</b>	20,934.40	65,000.00	-44,065.60	32.2%
<b>Trans Consult/Model Services</b>	0.00	9,600.00	-9,600.00	0.0%
<b>Travel Sensing &amp; Time Serv Proj</b>	5,000.00	196,000.00	-191,000.00	2.6%
	0.00	2,500.00	-2,500.00	0.0%
<b>Total Services</b>	30,158.79	288,100.00	-257,941.21	10.5%
<b>Total Expense</b>	444,425.53	1,324,861.22	-880,435.69	33.5%
<b>Net Ordinary Income</b>	117,876.37	19,235.94	98,640.43	612.8%
<b>Net Income</b>	<u>117,876.37</u>	<u>19,235.94</u>	<u>98,640.43</u>	<u>612.8%</u>

# Ozarks Transportation Organization

## Unified Planning Work Program Second Quarter Report

Period October 1, 2021 to December 31, 2021

### Task 1 – OTO General Administration (50% Complete)

#### 1.1 Financial and Contract Management

OTO prepared and presented the FY2022 1st quarter financial report. The OTO third-party accountant maintained the monthly budget and accounting functions.

The Cash Management Plan was approved and implemented.

#### 1.2 Financial Audit

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

#### 1.3 Unified Planning Work Program

Staff prepared the FY 2022 UPWP 1st quarter report and submitted to MoDOT. Invoices were submitted for September, October, and November of 2021.

#### 1.4 Travel and Training

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

Transportation Safety Planning Peer Exchange 10/19  
CTPP Data Access Software Advanced Training 10/20  
What Employers need to Know about Federal Infrastructure Negotiations 10/20  
Road Usage Charging and the Future of Transportation Funding 10/22  
NGMA Webinar – The Audits are Coming. CARES ACT Audits 10/27  
Esri Training MOOC Spatial Data Science: The New Frontier in Analytics 10/27 - 12/4  
Rebuilding the Causes of Congestion Pie Chart with Real-World Data 11/10  
US DOT Public Meeting on Justice 40 Session 2 11/16  
EPA Advance Forum 11/16 - 11/18  
Joint AMPO GIS & Data Visualization and Data Working Group Coffee Chat 11/17  
ArcGIS Urban Virtual Workshop – St. Louis Region 11/18  
Planning for Innovation in Transportation 11/19  
FHWA Proven Safety Countermeasures 11/22  
FHWA Active Transportation Funding and Finance Toolkit 11/23  
Q4 AMPO GIS & Data Visualization Working Group Webinar 12/1  
FHWA BIL Briefing 12/6  
What Type: Future of Branding 12/7  
EPA Voluntary Use of Renewable Electricity as a Control Measure to Reduce Emissions 12/8  
DOT Innovation and Safe Streets – BIL 12/10  
Ozarks Greenways Annual Breakfast 12/14

AMPO Emerging Technologies Working Group Coffee Chat 12/16  
National Funding Foundation – Grant Proposal Writing Workshop 9/13 - December 31  
MO APA Board Meetings  
Ozark Mountain Section APA Executive Committee Meetings  
OSITE Section Meetings  
AMPO Policy Committee Meetings  
AMPO Awards Committee Meetings  
MPTA Meetings  
MoDOT's LPA Person of Responsible Charge Certification  
AASHTO Reading Plans (Basic)  
AASHTO PCC Inspection  
AASHTO CWA compliance  
AASHTO Env Triggers: Water Resources

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

OTO Financial Control Manual updates were finalized. The new Project Manager started in October. Sought legal review of the N. Hwy 13 Corridor Study Consultant Contract. Sought legal review of the Engineering and Construction contracts for the Chadwick Flyer Trail. Sought legal review of the Engineering Services Contract for the Chadwick Flyer Phase 3 project. Biweekly payrolls were prepared and processed. Benefits administration for project manager. Open enrollment for 2022 employee benefits was conducted.

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

Created logo for I-44 INFRA Grant Application and registered website domain [www.FIXI44.com](http://www.FIXI44.com) and [North13Study.com](http://North13Study.com). Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org), [www.giveusyourinput.org](http://www.giveusyourinput.org), [www.ototrailstudy.com](http://www.ototrailstudy.com), and [www.letsgosmart.org](http://www.letsgosmart.org) websites and maintained the Twitter and Facebook accounts with online updates. Software subscriptions were maintained. Staff coordinated with IT company for support as needed.

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

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

## **Task 2 – Coordination and Public Engagement (57% Complete)**

### **2.1 OTO Committee Support**

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

The following items were approved:

- FY 2021-2022 1<sup>st</sup> Quarter Financial Statements
- 2021 Action Items
- Amendment 2 to FY 2022-2025 Transportation Improvement Program Amendment 2
- 2022 Performance Targets

- FY 2023-2027 STIP Priorities
- MoDOT Unfunded Needs List
- MoDOT Multimodal Unfunded Needs List
- OTO FY 2022 Operational Budget Amendment Two
- Bylaw Amendment – Change in Treasurer Duties
- OTO Resolution #2021-1
- 2022 OTO Officers and Executive Committee

The following items were reviewed:

- UPWP Administrative Modification 1
- FY 2022-2025 Transportation Improvement Program Administrative Modification 1, 2, 3, and 4
- FY 2022-2025 TIP Amendment 3
- 2020 State of Transportation Report
- Financial Control Manual
- Federal Functional Classification Change Request
- Statement of Priorities for the Bicycle and Pedestrian Network
- September 30, 2021 Funds Balance Report
- Technical Planning Committee Chair Rotation
- 2022 Meeting Schedules

Held one Bicycle and Pedestrian Advisory Committee meetings. Topics of discussion included the finalization of the *Statement of Priorities* and the *On the Path to Connected Pedestrian and Bicycle Networks* report, the Regional Trails Dashboard, the I-44 trail, ongoing TAP projects, and the 2022 meeting schedule.

Held one Local Coordinating Board for Transit meeting. Topics of discussion included the Transit Coordination Plan update process, status of previously awarded Section 5310 vehicles, and the 2022 meeting schedule.

Held one Traffic Incident Management Committee meeting. Topics of discussion included the newly signed Open Roads Agreement, TIM performance measures, and winter operations.

Held one Street Typology Working Group meeting and discussed how street typologies can work within the OTO Major Thoroughfare Plan.

## 2.2 Stakeholder Education and Outreach

Nixa Rotary

Various Area Chamber Meetings

Southwest Missouri Council of Governments Board and Transportation Advisory Committee

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

SGF Yields

Community Focus Report Steering Committee

Southwest Missouri Coalition for Roadway Safety

Springfield Transportation Advisory Board

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. Attended MHTC workshops and meetings.

## **2.3 Public Involvement**

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

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

- 2022 Performance Targets
- FY 2022-2025 Transportation Improvement Program Amendment 2
- 2021 Legislative Breakfast
- North Highway 13 Corridor Study
- FY 2022-2025 Transportation Improvement Program (TIP) Revised
- *Destination 2045*, the region's long range transportation plan
- Live online public meeting: *Destination 2045*
- FY 2022-2025 TIP Amendment One
- Annual Listing of Obligated Projects (ALOP)

Several public involvement activities were completed in conjunction with the North Route 13 Corridor Study. A project website was created, and a project comment was included in the layout. Fifty-seven comment cards have been submitted. Two public meetings were held, included one was targeted at Elected Officials and Community Leaders representing the study area and one targeted at the general public. A community survey on travel patterns was also made available and completed by 452 people.

## **2.4 Civil Rights Compliance**

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

Developed and wrote draft DBE Plan. Plan will be presented to OTO Executive Committee in February.

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

Meeting attendance was documented for in-kind match reporting. A total of 72.03 committee member hours were reported.

## **Task 3 – Planning and Implementation (59% Complete)**

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

Updated OTO website to include adopted *Destination 2045*. Repurposed StoryMap to reflect the adopted plan. Worked to include interactive graphics visualizing data within the plan. Began reviewing



implementation plan to determine next steps. Created Street Typology Working Group, which met in December. Developed Major Streets Plan toolbox on website.

### **3.2 Performance Measures**

OTO continued to participate on the MoDOT Performance Measures Coordination calls. The State of Transportation report, which outlines locally determined performance targets, along with an infographic summarizing target progress was presented to the Technical Planning Committee and the Board of Directors. The System Performance Report was updated and included in *Destination 2045*. The Board of Directors approved planning and programming in support of MoDOT's statewide safety performance targets. This action was shared with MoDOT. Participated in Community Focus Report Steering Committee, participated in the report reveal event, and participated in a KSMU Making a Difference interview about the Transportation section.

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

Staff researched methods to gather congestion data, including potential sources of new data.

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

Six applications for changes in Federal Functional Classification were processed and presented to the Technical Planning Committee as part of the annual call for applications. These applications will be considered by the Board of Directors in the 3<sup>rd</sup> quarter. The City of Springfield applied to reclassify four streets and the City of Willard applied to reclassify two.

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

The Bicycle and Pedestrian Advisory committee developed and finalized a statement of priorities on sidewalks and on street bike/ped infrastructure. A brief report highlighting local implementation of these priorities was also developed. These items were taken to the Technical Planning Committee, and they will be considered by the Board of Directors in the 3<sup>rd</sup> quarter.

Attended Ozark Greenway's Technical Committee meetings. Met with Ozark Greenways to develop a 5-year work program.

Chadwick flyer crossing study is underway. Attended bi-weekly project team meetings to review trail alignments, possible crossing locations, and methods for crossing at each proposed location.

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

Provided project updates to a grassroots committee focused on the development of the Chadwick Flyer Trail in Christian County. Developed survey to solicit design-related input concerning the Chadwick Flyer.

Attended MoDOT Core Team kickoff meetings for projects J8S3156, J8P3144 & J8S3133 and provided information about bike/ped public comments and other multimodal considerations.

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

### **3.6 Freight Planning**

Coordinated with MoDOT Freight on identification of possible freight committee contacts.

### **3.7 Air Quality Planning**

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

Reviewed weekly ozone monitor reports. Participate in EPA Advance Program Partner Meeting, including a webinar on Voluntary Use of Renewable Electricity as a Control Measure to Reduce Emissions. Met with OCAA leadership and EPA staff for an Advance Partner Check-In on 10/26.

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

Edited and maintained the TIP SDE database for amended project areas. Retrieved MoDOT 2020 planning partner data from the FTP site and stored on the OTO transportation data server location. Developed Major Thoroughfare Class ROW buffers to overlay on assessor parcel ROW areas to determine conformance with MTP design standards and incorporated into a web application for use with committees and local governments. Processed MoDOT SS Segments, RITIS Travel speed data, and 2020 census blocks to analyze segments of I-44 and I-70 throughout the state. Updated segments of the Major Thoroughfare Plan data set as amended in the Destination 2045 LRTP update and published the new map to the OTO website. Provided City Utilities Transit with Service Area square mileage & population for 2020 for the FY2021 NTD Report. Updated local jurisdiction building permits through November 2021. Updated online base map vector tiles with recent trail status and alignment features and published to ArcGIS Online. Edited and updated OTO building footprint data set.

Prepared an updated Chadwick Flyer Rail Trail map showing rail bed from Sunshine St to Springfield Lake for the City of Springfield City Council agenda.

Prepared a map of area State System Segments the OTO is requesting to be added to the RITIS TMC segments for increased coverage of HERE travel speed data.

Prepared a poster map for a segment of US Hwy 160 for a dedication ceremony of the Otis E. Moore Memorial Highway.

Prepared a map of OTO MTP Street Class ROW conformance for the Street Typology Committee.

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

Reviewed and provided comments on Forward SGF Chapters.

Met with the City of Ozark to discuss needs within the Ozark Master Transportation Plan.

#### Task 4 – Project Selection and Programming (46% Complete)

##### 4.1 Project Programming

Conducted public input for FY 2022-2025 TIP Amendment 2, presented to the Board of Directors, and forwarded to MoDOT for U.S. DOT approval. FY 2022-2025 Amendment 3 was prepared and presented to the Technical Planning Committee. Staff approved and presented FY 2022-2025 TIP Administrative Modifications 1 through 4.

Conducted a review of technologies in use by MPOs regarding online TIP tools. Interviewed and received quotes from several providers for a replacement TIP tool. Selected Ecointeractive in accordance with OTO's purchasing guidelines. Reviewed contract and kicked-off implementation in December.

##### 4.2 Federal Funds Tracking

Tracked federal fiscal year-end obligations and monitored OTO funding balances. Finalized semi-annual funds balance report, including the tracking of area cost-share projects.

Discussed with MoDOT regarding funding obligation and how OTO can be more involved in the process.

Met with FMIS/BUGS trainer to better develop queries within FMIS. Developed reasonable progress monitoring reports, which were used to develop Project Progress spreadsheet for all active Trail projects funded with TAP/STBG.

##### 4.3 STIP Prioritization and Scenarios

Presented and received Board approval of Unfunded Needs and Unfunded Multimodal Needs lists for MoDOT use. Finalized and adopted the OTO STIP priorities list for use by MoDOT in development of the FY 2023-2027 STIP.

#### Task 5 – OTO Transit Planning (44% Complete)

##### 5.1 Operational Planning

Researched taking over the FTA 5310 program administration. Meet with FTA on steps needed to be direct recipients.

##### 5.2 Transit Coordination Plan and Implementation

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

##### 5.3 Program Management Plan Implementation

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

##### 5.4 Data Collection and Analysis

Reviewed supporting information for Transit Coordination Plan.

## 5.5 Community Support

Attended and supported the Missouri Public Transit Association meetings.

## 5.6 ADA/Title VI Appeal Process

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

## Task 6 – CU Transit Planning (50% Complete)

### 6.1 Operational Planning

#### CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant, MO-2019-006; As of December 31, 2021, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. The first 1% security project – bullet resistant glass at the Transit Center customer service window has been completed and work has started on the second project, also at the Transit Center, of installing a security fence. Anticipate it being complete in Q3 of FY22. If there are additional funds remaining, those will be utilized for bus stop solar security lighting.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 - CU executed FY2019 FTA Section 5310 grant on June 3, 2019. This grant combined Section 5310 funds from 2018, 2019 and 2020 for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction started in August 2021. Most of the construction was completed in December, and the project has been reviewed by CU's Facilities Director. However, there are two areas that cannot be finished yet, due to ATT needing to adjust their facilities. AT&T's timeline is uncertain. Pay request 3 is being reviewed and will then be submitted. Anticipate payment in Q3 2022.

CU's FY2020 Section 5307 CARES grant, MO-2020-012 - As of December 31, 2021, City Utilities has requested 3 months' worth of operating reimbursement from the CARES Act grant for FY22. City Utilities is budgeting \$2,000,000 in reimbursement annually until the grant is complete. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY2019 Section 5339(c) Low or No Emissions Grant, MO-2020-001 - This competitive grant was awarded to CU on July 26th, 2019. This grant allows CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers and is combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses were delivered in July 2021. The only remaining item on this grant is for workforce development training which is anticipated to be complete in Q3.

CU's FY 2019 Section 5339 grant, MO-2021-005 - This grant will be utilized for bus training simulators, 2 hybrid electric paratransit minivans and digital signage. The TIP was voted to be amended September 18, 2019 to revise the document for the changes to planned expenditures for the FY 2019 Section 5339 grant. The simulator was delivered in August 2021. The small fleet paratransit hybrid minivans have been

a challenge to locate with current specs – the first RFP was not successful. The scope will be broadened with the intent to re-issue in FY22 when the market is more favorable. Also working on digital signage, but it is still in the planning phases.

CU's FY2021 Section 5307 grant, MO-2021-011 - As of December 31, 2021, 100% of the preventive maintenance and short-range transit planning funds have been reimbursed. Still have operating assistance and 1% safety and security funds that will be spent during FY2022.

## **6.2 ADA Accessibility Planning**

CU's FY 2018/2019/2020 Section 5310 grant, MO-2019-010, has been awarded by FTA. This grant is for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction started in August 2021. Most of the construction was completed by December, and the project has been reviewed by CU's Facilities Director. However, there are two areas that cannot be finished yet, due to ATT needing to adjust their facilities. AT&T's timeline is uncertain.

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

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

No permanent route modifications have been made in the quarter. 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.

At the end of September 2021, which is City Utilities fiscal year end, preparation begins for the annual BKD audit, which includes a single audit of our federal grants. This report will be approved by the Board on 1/27 and no findings are anticipated.

## **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 Transit is

considering studying opportunities for transit cost reductions using third-party and private sector providers for a portion of paratransit bus service.

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

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

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

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

#### **6.9 Program Management Plan Implementation**

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

#### **6.10 Data Collection and Analysis**

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

CU completed the annual Single Audit of the federal grants, performed by BKD, INC. in November 2021. There were no areas of concern and CU is expected to receive an unmodified opinion.

The annual National Transit Database report has been submitted and awaiting notification of its approval.

The FY22 Triennial Review Kickoff was in December and CU Transit has been working on completing the Request for Information Request. Currently awaiting a date on the Triennial “on-site” visit.

### **Task 7 – Ad Hoc Studies and Projects (30% Complete)**

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

A contract was signed with CMT and a notice to proceed was issued. A kickoff meeting will be scheduled in January 2022.

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

A contract was negotiated and executed between OTO and CMT for the Chadwick Flyer Trail Study. Memorandum of Understanding between the OTO and City of Ozark for the Chadwick Flyer U.S. 65 Study was drafted and executed for Addendum #1. A revised contract was signed with CMT for Addendum #1 and a notice to proceed was issued.

Several bi-weekly team meetings have been held between CMT and OTO staff. Possible alignments have been reviewed, as have possible crossing methods for each possible crossing location.

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

Two core team meetings, including the kickoff meeting, were held for the North 13 study. Several public involvement activities were completed in conjunction with the North Route 13 Corridor Study. A project website was created, and a project comment was included in the layout. Fifty-seven comment cards have been submitted. Two public meetings were held, included one was targeted at Elected Officials and

Community Leaders representing the study area and one targeted at the general public. A community survey on travel patterns was also made available and completed by 452 people. Stakeholder meetings were also held with the Dickerson Park Zoo, Ozark Empire Fair, and the Paul Mueller Company.

Several weekly coordination meetings have also been held between CMT and the OTO. Input on the Origin/Destination analysis, public involvement strategies, and core team agendas were discussed.

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

No modeling services were used during this quarter.

#### **7.5 Grant Applications**

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

Discussions on a possible I-44 INFRA grant submission for 2022 with MoDOT. Consultant interviews were conducted and Crawford, Murphy, Tilly was selected firm to assist with the grant application. Contract was negotiated and sent to MoDOT for review.

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

The new project manager has taken the opportunity to be familiarized with MoDOT's LPA project delivery processes through research of the MoDOT LPA Manual.

Met with Nixa and Springfield Public Works staff to discuss Project Manager Role at OTO.

Developed an Intergovernmental agreement with Nixa to provide project management for their Main Street from Tracker Road to CC Highway improvement project.

- Began the process of submitting Programming Data form and FFATA for project
- Developed draft timeline for MoDOT's LPA project delivery process
- Developed draft RFQ
- Developed draft RER

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

Coordinated programming of projects and project sponsors.

Management of the Chadwick Flyer Phase 3 project including:

- Coordination with MoDOT LPA and Environmental staff
- Coordination with City Utilities staff on project location
- Developed draft timeline for MoDOT's LPA project delivery process
- Development and submittal of the Programming Data form, FFATA form 1590, a draft RFQ for Engineering Services, Request for Environmental Review (RER)
- Coordination with Legal counsel on draft Engineering Services Contract
- Developing draft detailed scope of services for Engineering Services Contract prior to negotiations with the selected consultant
- Direct coordination with MoDOT Environmental staff on RER
- Direct coordination with Federal, State, and local Environmental resource agencies

## Task 8 – Operations and Demand Management (50% Complete)

### 8.1 Traffic Incident Management Planning

Held one Traffic Incident Management Committee meeting, discussing the newly signed Open Roads Agreement, TIM Performance Measures, and winter operations.

### 8.2 Intelligent Transportation Systems Coordination

Reviewed HERE segmentation and potential real-time data solutions.

### 8.3 Travel Sensing and Travel Time Services

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

### 8.4 Coordinate Employer Outreach Activities

No employer outreach activities took place during the quarter.

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

No activity during this quarter.

## Task 9 – MoDOT Studies and Data Collection (50% Complete)

### 9.1 MoDOT Transportation Studies and Data Collection

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 169 staff hours were completed.



**TAB 4**

**BOARD OF DIRECTORS AGENDA 3/17/2022; ITEM II.B.**

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

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

**AGENDA DESCRIPTION:**

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

1. **\*New\*** Farm Road 223 Bridge Replacement over Little Sac River (GR2210-22A4)  
Greene County is adding a project using BRO funding to replace a bridge over Little Sac River for a total programmed amount of \$660,000.
2. **\*New\*** Greene County Bridge Projects on FR 102/150/171 (GR2211-22A4)  
Greene County is adding a bundle of bridge projects using BRO funding for a total programmed amount of \$735,000:
  - Farm Road 102 Replacement over branch of S. Dry Sac River (\$300,000)
  - Farm Road 150 Replacement over Wilson's Creek (\$360,000)
  - Farm Road 171 Rehabilitation/Repair over the Little Sac River (\$75,000)
3. **\*Revised\*** Scoping for Safety and Operational Improvements on Sunshine Street (SP1802-22A4)  
Changing the scope from Glenstone to Bedford to Glenstone to Farm Road 199, and removing funding from FY 2025 in the amount of \$2,000 for a new total programmed amount of \$6,000.
4. **\*Revised\*** Chestnut Expressway Safety Scoping (SP1812-22A4)  
Changing the scope from Kansas Expressway to Glenstone to I-44 to Glenstone, with no change in the programmed amount.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on February 16, 2022, the Technical Planning Committee recommended that the Board of Directors approve Amendment 4 to the FY 2022-2025 Transportation Improvement Program.

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

OR

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



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

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

**Route** Farm Road 223

**From** Over Little Sac River

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

**Federal Funding Category** BRO

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

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

No Map  
Available

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

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$660,000



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

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

**Route** FRs 102, 150, and 171

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** Greene County

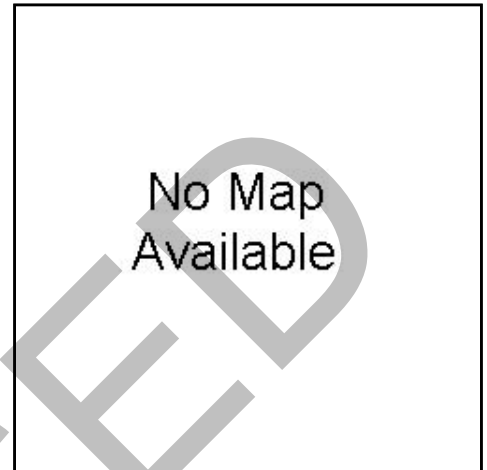
**Federal Funding Category** BRO

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$735,000



## Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

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

**Route** Sunshine St.

**From** Glenstone Ave.

**To** Bedford Ave.

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP

**MoDOT Funding Category** Major Projects and Emerging Needs

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

**STIP #** 8S3133

**Federal ID #**

#### Project Description

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

No Map  
Available

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$1,600	\$0	\$4,800
MoDOT	State	ENG	\$400	\$400	\$400	\$0	\$1,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$56,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$62,000



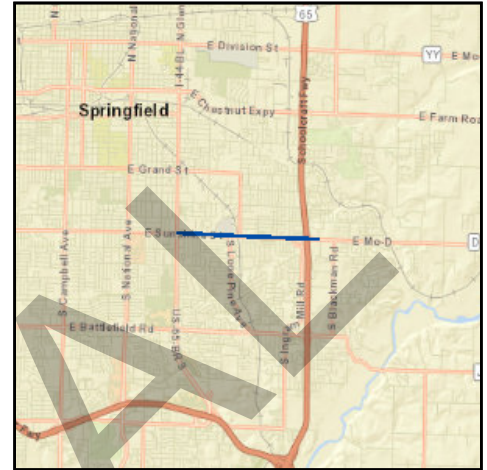
# Transportation Improvement Program - FY 2022-2025

Project Detail by Section and Project Number with Map

## E) Sponsored by MoDOT Section

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

**Route** Sunshine St.  
**From** Glenstone Ave.  
**To** Bedford Ave.  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8S3133  
**Federal ID #**



### Project Description

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

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

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$56,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$64,000



## Transportation Improvement Program - FY 2022-2025

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

#### J) Pending Amendment Section

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

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

No Map  
Available

#### Project Description

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

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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$94,000



# Transportation Improvement Program - FY 2022-2025

## Project Detail by Section and Project Number with Map

### E) Sponsored by MoDOT Section

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

**Route** Loop 44

**From** Kansas Expy.

**To** Glenstone

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

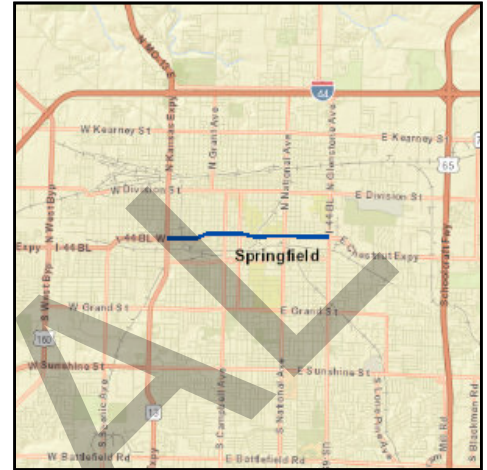
**Bike/Ped Plan?** Yes **EJ?** Yes

**STIP #** 8P3144

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$86,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$94,000



## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal					FHWA (CR/SSA)	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	\$40,000	
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$10,000	
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$10,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$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	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$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	\$249,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,200	\$316,800	\$396,000	
CC2103-20A7	\$368,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$0	\$0	\$0	\$0	\$0	\$460,000	
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000	
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$0	\$0	\$3,200,000	
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,800	\$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	\$358,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,600	\$0	\$448,000	
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$0	\$5,000	
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$1,074,400	\$1,343,000	
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$229,000	
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,600	\$314,400	\$393,000	
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	
EN2008-20AM6	\$792,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$0	\$0	\$1,086,949	
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$0	\$0	\$271,826	
EN2010-22AM3	\$277,979	\$0	\$0	\$0	\$0	\$509,302	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,843	\$0	\$0	\$0	\$0	\$984,214	
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$0	\$0	\$316,604	
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$221,600	\$277,000	
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$44,000	\$55,000	
EN2203-22AM1	\$269,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$863,750	\$0	\$67,250	\$0	\$0	\$0	\$0	\$0	\$1,200,000	
EN2204-22AM1	\$181,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573,750	\$0	\$45,250	\$0	\$0	\$0	\$0	\$0	\$800,000	
EN2205-22AM1	\$384,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,246,730	\$0	\$96,150	\$0	\$0	\$0	\$0	\$0	\$1,727,480	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$20,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$2,000	
GR1901-20AM6	\$14,735,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,264,411	\$0	\$0	\$0	\$0	\$22,000,000	
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$4,500,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$2,000	
GR1912-19	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$250,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$3,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$40,000	
GR2209-22	\$0	\$0	\$0	\$0	\$0	\$264,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,200	\$0	\$331,000	
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,400	\$0	\$152,000	
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,200	\$0	\$0	\$373,500	\$0	\$11,800	\$0	\$0	\$0	\$373,500	\$806,000	
GR2101-20	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$300,000	
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$600,000	
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$700,000	
GR2201-22	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000	
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	
GR2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$17,600	
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	
GR2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	
GR2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,800	\$0	\$231,200	
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$400	
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	
GR2210-22A4	\$0	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,000	\$0	\$0	\$0	\$0	\$660,000	
GR2211-22A4	\$0	\$0	\$0	\$0	\$588,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$147,000	\$0	\$0	\$0	\$0	\$735,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$292,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$4,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$50,000	
MO1905-22A1	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$40,000	
MO2006-20	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$201,000	
MO2104-20AM10	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$541,600	\$0	\$0	\$0	\$90,000	\$0	\$0	\$135,400	\$0	\$1,127,000	
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$807,200	\$1,009,000	
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200	\$0	\$84,800	
MO2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,600	\$0	\$273,000	

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (I30)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
SP1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$213,600	\$287,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$938,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234,600	\$0	\$0	\$1,173,000
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1815-20A5	\$965,348	\$0	\$0	\$0	\$0	\$0	\$736,254	\$0	\$0	\$0	\$0	\$0	\$241,337	\$0	\$0	\$184,063	\$0	\$0	\$2,127,000
SP1816-20A6	\$106,572	\$0	\$0	\$0	\$0	\$0	\$278,228	\$0	\$0	\$0	\$0	\$0	\$26,643	\$0	\$0	\$69,557	\$0	\$0	\$481,000
SP1817-20A6	\$183,735	\$0	\$0	\$0	\$0	\$0	\$274,665	\$0	\$0	\$0	\$0	\$0	\$45,934	\$0	\$0	\$68,666	\$0	\$0	\$573,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000
SP1902-20AM5	\$129,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,487	\$0	\$0	\$0	\$0	\$0	\$162,436
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$697,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,400	\$0	\$0	\$872,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$293,800	\$0	\$0	\$1,469,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$603,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,800	\$0	\$0	\$754,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
SP2003-20A7	\$677,000	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$5,791,200	\$0	\$0	\$0	\$67,500	\$0	\$0	\$1,028,300	\$0	\$0	\$8,479,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000	\$0	\$0	\$1,685,000
SP2009-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$611,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,800	\$0	\$0	\$764,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$341,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$159,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576,000	\$0	\$0	\$576,000
SP2104-20A7	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$5,000,000
SP2201-20	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000
SP2202-20A5	\$1,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$336,000	\$0	\$0	\$0	\$0	\$0	\$1,680,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$323,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,800	\$0	\$0	\$404,000
SP2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$5,475,200	\$0	\$0	\$0	\$0	\$0	\$1,368,800	\$0	\$0	\$0	\$0	\$0	\$6,844,000
SP2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$7,818,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954,600	\$0	\$0	\$9,773,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$123,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,800	\$0	\$0	\$154,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$6,400	\$0	\$8,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$6,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$6,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2216-22	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2218-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$96,000	\$120,000
ST2202-20A10	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,494	\$0	\$0	\$0	\$0	\$0	\$667,856
SUBTOTAL	\$36,967,308	\$2,659,751	\$135,000	\$1,240,000	\$1,148,000	\$753,392	\$23,704,547	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$26,293,922	\$0	\$0	\$12,511,276	\$683,500	\$5,627,000	\$142,137,181
<b>2023</b>																			
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$369,400	\$0	\$0	\$4,847,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038,000	\$0	\$4,152,000	\$5,190,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
EN1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,800	\$0	\$0	\$1,879,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$722,200	\$0	\$2,559,800	\$3,611,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093,600	\$0	\$0	\$0	\$0	\$0	\$0	\$273,400	\$0	\$0	\$1,367,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,600	\$0	\$1,418,400	\$1,953,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000
EN2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$0	\$221,600	\$277,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$2,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR1907																			

## FINANCIAL SUMMARY

## Section E

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	Federal FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSA)	FRA (CRISI)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
MO2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
MO2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184,800	\$0	\$0	\$184,800
MO2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$41,200
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113,000	\$0	\$0	\$113,000
MO2214-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$154,200	\$0	\$0	\$1,201,000
MO2302-22	\$0	\$180,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,100	\$0	\$0	\$201,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$20,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$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	\$0	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
OT1901-22A2	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406
RG0901-22A3	\$0	\$17,706,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$1,967,410	\$0	\$0	\$21,674,098
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1703-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$805,125	\$0	\$0	\$0	\$630,352	\$0	\$0	\$201,282	\$0	\$0	\$1,636,739
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$480,000
RP2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,000	\$0	\$0	\$392,000
RP2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,400	\$0	\$0	\$213,600
RP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,400	\$0	\$0	\$185,600
SP1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$0	\$636,000
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
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1816-20A6	\$805,575	\$0	\$0	\$0	\$0	\$0	\$909,153	\$0	\$0	\$0	\$0	\$0	\$201,394	\$0	\$0	\$227,288	\$0	\$0	\$2,145,410
SP1817-20A6	\$1,002,464	\$0	\$0	\$0	\$0	\$0	\$1,115,752	\$0	\$0	\$0	\$0	\$0	\$250,616	\$0	\$0	\$278,938	\$0	\$0	\$2,647,770
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,400	\$0	\$1,041,600	\$1,302,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$3,752,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938,200	\$0	\$0	\$4,691,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$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	\$287,200	\$0	\$0	\$900	\$1,148,800	\$0	\$1,436,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,200	\$0	\$0	\$206,000
SP2206-22	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$330,000	\$410,000
SP2209-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$203,200	\$254,000
SP2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$180,000
SP2211-22	\$0	\$0	\$0	\$0	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$34,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2213-22	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2215-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2217-22A1	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
SP2219-22A3	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$112,000
SUBTOTAL	\$2,589,628	\$18,053,188	\$90,000	\$0	\$16,000	\$0	\$15,475,205	\$329,000	\$3,585,525	\$0	\$0	\$0	\$7,282,759	\$0	\$970,000	\$11,912,318	\$0	\$18,745,400	\$79,047,023
2024																			
BA2202-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$5,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
EN1706	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$4,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,600	\$0	\$777,600	\$1,287,000
EN2007-20	\$0	\$0	\$0	\$0	\$0	\$79,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400	\$0	\$22,600	\$127,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$312,600	\$0	\$0	\$1,563,000
GR2201-22	\$0	\$5,796,000	\$0	\$0	\$0	\$0	\$484,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,800	\$0	\$0	\$6,334,000
GR2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,400	\$0	\$241,600	\$302,000
GR2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$187,200	\$228,000
GR2207-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,800	\$0	\$243,200	\$304,000
GR2208-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$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 (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA (BUILD)	FHWA (CRRSSA)	FRA (CRIS)	Local LOCAL	LOCAL-AC	Other OTHER	State MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
OT1901-22A2	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
RP1703-22A3	\$2,296,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,874,140	\$0	\$0	\$0	\$762,783	\$0	\$0	\$968,535	\$0	\$0	\$7,001,458
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$856,200	\$0	\$3,200,800	\$4,057,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$100,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1802-22A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,943,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,800	\$0	\$0	\$2,429,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,693,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$2,755,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0	\$0	\$1,285,000
SP2019-20	\$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
SP2219-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2220-22A3	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
ST2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394,600	\$0	\$1,578,000	\$1,973,000
SUBTOTAL	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$68,000	\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$841,558	\$0	\$0	\$8,699,235	\$0	\$9,682,400	\$55,572,334
<b>2026</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
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1905-22A1	\$0	\$0	\$0	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$60,000
MO2210-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,200	\$0	\$180,800	\$226,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
NX2203-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
OK2201-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264,400	\$0	\$1,057,600	\$1,322,000
OK2202-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,600	\$0	\$1,938,400	\$2,423,000
OK2204-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OK2205-22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
OT1901-22A2	\$255,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,814	\$0	\$0	\$0	\$0	\$0	\$319,070
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
RP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,946,200	\$0	\$19,784,800	\$24,731,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$150,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1811-18	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1812-22A4	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2212-22	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP2214-22	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP2501-22	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
SUBTOTAL	\$1,855,256	\$10,800	\$135,000	\$0	\$48,000	\$0	\$164,000	\$0	\$11,200	\$0	\$0	\$0	\$1,476,814	\$0	\$0	\$6,116,400	\$0	\$23,057,600	\$32,875,070
GRAND TOTAL	\$43,951,291	\$22,935,039	\$6,246,000	\$1,240,000	\$1,280,000	\$832,392	\$60,764,152	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$36,895,053	\$0	\$970,000	\$39,239,229	\$683,500	\$57,112,400	\$309,931,608

# FINANCIAL CONSTRAINT

## Section E

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	I/M	130	TAP	NHPP	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds					
2022 Funds Programmed	\$36,967,306	\$2,659,751	\$135,000	\$1,240,000	\$753,392	\$23,704,547	\$315,000	\$7,762,335	\$19,278,422	\$2,684,230	\$373,500	\$95,873,483	\$26,293,922	\$18,821,776	\$0	\$5,276,891	\$146,266,072
2023 Funds Programmed	\$2,589,628	\$18,053,188	\$90,000	\$0	\$0	\$15,475,205	\$329,000	\$3,583,525	\$0	\$0	\$0	\$40,120,546	\$7,282,759	\$30,657,718	\$970,000	\$5,356,044	\$84,387,067
2024 Funds Programmed	\$2,539,101	\$2,211,300	\$5,886,000	\$0	\$79,000	\$21,420,400	\$252,000	\$3,893,340	\$0	\$0	\$0	\$36,281,141	\$841,558	\$18,381,635	\$0	\$5,436,385	\$60,940,719
2025 Funds Programmed	\$1,855,256	\$10,800	\$135,000	\$0	\$0	\$164,000	\$0	\$11,200	\$0	\$0	\$0	\$2,176,256	\$1,476,814	\$29,174,000	\$0	\$5,517,931	\$38,345,001
Total	\$43,951,291	\$22,935,039	\$6,246,000	\$1,240,000	\$832,392	\$60,764,152	\$896,000	\$15,250,400	\$19,278,422	\$2,684,230	\$373,500	\$174,451,426	\$35,895,053	\$97,035,129	\$970,000	\$21,587,251	\$329,938,859

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	\$8,729,000	\$53,751,000	\$68,345,000	\$47,316,000	\$29,525,000	<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)		\$26,293,922	\$8,252,759	\$841,558	\$1,476,814	<b>\$36,865,053</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>\$92,646,010</b>	<b>\$89,424,484</b>	<b>\$61,214,038</b>	<b>\$44,292,241</b>	<b>\$346,510,052</b>
Prior Year Funding		\$58,933,279	\$5,313,217	\$10,350,634	\$10,623,952	<b>-</b>
Programmed State and Federal Funding		<b>(\$146,266,072)</b>	<b>(\$84,387,067)</b>	<b>(\$60,940,719)</b>	<b>(\$38,345,001)</b>	<b>(\$329,938,859)</b>
<b>TOTAL REMAINING</b>	<b>\$58,933,279</b>	<b>\$5,313,217</b>	<b>\$10,350,634</b>	<b>\$10,623,952</b>	<b>\$16,571,193</b>	<b>\$16,571,193</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	--	\$1,521,694.84	\$3,417,988.58	\$5,313,824.46
Estimated Operations and Maintenance Expenditures	(\$30,073.16)	(\$30,524.26)	(\$30,982.12)	(\$31,446.86)
Estimated TIP Project Expenditures	(\$375,050.00)	\$0.00	\$0.00	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,521,694.84</b>	<b>\$3,417,988.58</b>	<b>\$5,313,824.46</b>	<b>\$7,209,195.60</b>
<b>City of Republic</b>				
Total Available Revenue	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23	\$2,130,591.23
Carryover Balance from Prior Year	--	\$1,556,177.41	\$2,860,512.70	\$4,029,478.42
Estimated Operations and Maintenance Expenditures	(\$193,008.82)	(\$195,903.95)	(\$198,842.51)	(\$201,825.15)
Estimated TIP Project Expenditures	(\$381,405.00)	(\$630,352.00)	(\$762,783.00)	\$0.00
<b>Amount Available for Local Projects</b>	<b>\$1,556,177.41</b>	<b>\$2,860,512.70</b>	<b>\$4,029,478.42</b>	<b>\$5,958,244.50</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	--	\$15,065,968.08	\$34,202,603.12	\$58,315,819.15
Estimated Operations and Maintenance Expenditures	(\$684,335.92)	(\$694,600.96)	(\$705,019.97)	(\$715,595.27)
Estimated TIP Project Expenditures	(\$9,085,932.00)	(\$5,005,000.00)	(\$18,000.00)	(\$1,013,000.00)
<b>Amount Available for Local Projects</b>	<b>\$15,065,968.08</b>	<b>\$34,202,603.12</b>	<b>\$58,315,819.15</b>	<b>\$81,423,459.88</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 5**



**BOARD OF DIRECTORS AGENDA 03/17/2022; ITEM II.C.**

**Overview of Bipartisan Infrastructure Law (IIJA)**

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

**AGENDA DESCRIPTION:**

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

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

**BOARD OF DIRECTORS ACTION REQUESTED:**

**NO ACTION REQUESTED – INFORMATIONAL ONLY**



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## News

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### The Bipartisan Infrastructure Law Will Deliver for Missouri

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

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

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

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

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

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

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

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

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

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

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

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

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

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# BIPARTISAN INFRASTRUCTURE LAW



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## FACT SHEETS

### Bridge Formula Program (BFP)

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

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

### Program Purpose

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

### Statutory Citation

- Division J, title VIII, Highway Infrastructure Program heading, paragraph (1)

(Note: Except as indicated, all statutory citations herein are to the provisions of such paragraph (1).)

### Funding Features

#### Type of budget authority

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

#### Pre-Apportionment Set-Asides

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

#### Apportionment of Funds

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

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

## Post-Appportionment Set-Asides

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

## Federal Share

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

## Eligible Activities

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

## Program Features

### Definition of "State"

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

### Applicability of Title 23 Requirements

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

### Treatment of Projects

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

## Additional Information and Assistance

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

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# BIPARTISAN INFRASTRUCTURE LAW



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## FACT SHEETS

### Surface Transportation Block Grant (STBG)

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

\*Calculated (sum of estimated individual State STBG apportionments)

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

#### Program Purpose

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

#### Statutory Citations

- § 11109; 23 U.S.C. 133

#### Funding Features

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

#### Type of Budget Authority

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

#### Apportionment of Funds

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

#### Set-asides

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



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

## Suballocation

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

## Transferability to and from Other Federal-aid Apportioned Programs

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

## Federal Share

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

## Eligible Activities

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

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

## Program Features

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

### Other projects off of Federal-aid highways

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

## Additional Information and Assistance

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

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# BIPARTISAN INFRASTRUCTURE LAW



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## FACT SHEETS

### Transportation Alternatives (TA)

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

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

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

### Program Purpose

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

### Statutory Citations

- § 11109; 23 U.S.C. 133(h)

### Funding Features

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

### Type of Budget Authority

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

### Apportionment of Funds

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

### Suballocation

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

## Set-asides

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

## Transferability to and from Other Federal-aid Apportioned Programs

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

## Federal Share

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

## Eligible Projects

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

## Program Features

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

## State and Local Competitive Grant Program

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

## Program Administration and Technical Assistance

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

## Additional Information and Assistance

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

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# BIPARTISAN INFRASTRUCTURE LAW



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## FACT SHEETS

### Metropolitan Planning Program (MPP)

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

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

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

#### Program Purpose

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

#### Statutory Citations

- § 11201; 23 U.S.C. 134

#### Funding Features

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

#### Type of Budget Authority

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

#### Apportionment of Funds

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

#### Set-aside for Increasing Safe and Accessible Transportation Options

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

and abilities. [§ 11206(b)]

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

## Transferability to Other Federal-aid Apportioned Programs

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

## Federal Share

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

## Travel Demand Data and Modeling

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

## Other Program Features

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

## Fiscal Constraint on Long-range Plans

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

## Representation

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

## Designation of More Than One MPO in an Urbanized Area

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

## Public Participation

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

## Housing Coordination

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

## Additional Information and Assistance

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

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

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

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

Bill text can be found <a href="#">here</a> .	Estimated Highway Formula Apportionments, click <a href="#">here</a> .
Estimated Transit Formula Funding, click <a href="#">here</a> .	Total 5-year Estimated Highway Formula Apportionments (does not include Bridge, EV, Ferry, or Appalachian programs), click <a href="#">here</a> .

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

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

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

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



# MPO Funding and Related Programs

## MPO Highway PL Funding

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

## MPO Transit PL Funding

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

## Surface Transportation Block Grant Program

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

## Transportation Alternatives Program (set-aside from STBGP)

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

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

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

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

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

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



# Program Policy Changes

## Subtitle B – Planning and Performance Management

### Metro planning (Sec. 11201)

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

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

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

### Prioritization Process Pilot Program (Sec. 11204)

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

### Travel Demand Data and Modeling (Sec. 11205)

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

**Increasing Safe and Accessible Transportation Options (Sec. 11206)**

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

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

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

**Obligation Ceiling (Sec. 11102)**

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

**Apportionments (Sec. 11104)**

- Establishes annual apportionments of contract authority

**National Highway Performance Program (Sec. 11105)**

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

**Railway-Highway Crossings (Sec. 11108)**

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

**Surface Transportation Block Grant Program (Sec. 11109)**

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

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

#### **Transportation Alternatives Program (Sec. 11109)**

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

#### **Nationally Significant Freight and Highway Projects (Sec. 11110)**

- See competitive grant programs below

#### **Highway Safety Improvement Program (Sec. 11111)**

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

#### **National Highway Freight Program (Sec. 11114)**

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

**CMAQ (Sec. 11115)**

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

**Bridge Investment Program (Sec. 11118)**

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

**Safe Routes to Schools (Sec. 11119)**

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

**Wildlife Crossing Safety Pilot Program (Sec. 11123)**

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

**Rural Surface Transportation Grant Program (Section 11132)**

- See competitive grant programs below

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

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



## Subtitle C – Project Delivery

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

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

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

## Subtitle D – Climate Change

### Grants for Charging and Fueling Infrastructure (Sec. 11401)

- See competitive grant programs below

### Carbon Reduction Program (Sec. 11403)

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

**Congestion Relief Program (Sec. 11404)**

- See competitive grants program below

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

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

**Healthy Streets Program (Sec. 11406)**

- See competitive grants program below.

## **Subtitle E - Miscellaneous**

### **Reconnecting Communities (Sec. 11509)**

- See competitive grants program below

### **Report on Air Quality Improvements (Sec. 11516)**

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

### **Active Transportation Infrastructure Investment Program (Sec. 11529)**

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

## **TITLE II—Transportation Infrastructure Finance and Innovation**

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

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

## Highway Competitive Grant Programs

### **Nationally Significant Freight and Highway Projects (INFRA Grants)**

#### ***\$8 billion over five years***

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

### **NEW National Infrastructure Project Assistance**

#### ***\$5 billion over five years***

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

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

#### ***\$7.5 billion over five years***

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

### **NEW Bridge Investment Grants**

#### ***\$12.5 billion over five years***

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

### **NEW Grants for Charging and Fueling Infrastructure**

#### ***\$2.5 billion over five years***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**NEW Reconnecting Communities Pilot**

***\$1 billion over five years***

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

## Public Transportation

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

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

### **Metropolitan Transportation Planning (Sec. 30002)**

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

### **Planning Programs (Sec. 30004)**

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

### **Fixed Guideway Capital Investment Grants (Sec. 30005)**

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

### **Formula Grants for Rural Areas (Sec. 30006)**

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

### **State of Good Repair Grants (Sec 30016)**

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

### **Grants for Buses and Bus Facilities (Sec. 30018)**

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



## **New Funding - Appropriations**

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

### **Rail**

#### **Amtrak Northeast Corridor**

***\$6 billion over five years***

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

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

#### **Amtrak National Network**

***\$16 billion over five years***

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

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

#### **Federal-State Partnership for Intercity Passenger Rail**

***\$36 billion over five years***

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

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

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

#### **NEW Railroad Crossing Elimination**

##### ***\$3 billion over five years***

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

#### **CRISI (Rail Grants)**

##### ***\$5 billion over five years***

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

### **Airports**

#### **Facilities and Equipment**

##### ***\$5 billion over five years***

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

#### **Airport Infrastructure Program (AIP)**

##### ***\$15 billion over five years***

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

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

#### **NEW Airport Terminal**

#### ***\$5 billion over five years***

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

## Broadband

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

### **Grants to states for deployment: \$42.45 billion**

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

### **Private Activity Bonds (PABs): \$600 million**

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

### **“Middle Mile”: \$1 billion**

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

### **Tribal Grants: \$2 billion**

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

### **Inclusion: \$2.75 billion**

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

**Affordability: \$14.2 billion**

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

**Water Infrastructure**

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

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

**TAB 6**

**BOARD OF DIRECTORS AGENDA 03/17/2022; ITEM II.D.**

**OTO 2023-2027 Recommended STIP Project List**

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

**AGENDA DESCRIPTION:**

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

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

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

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

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

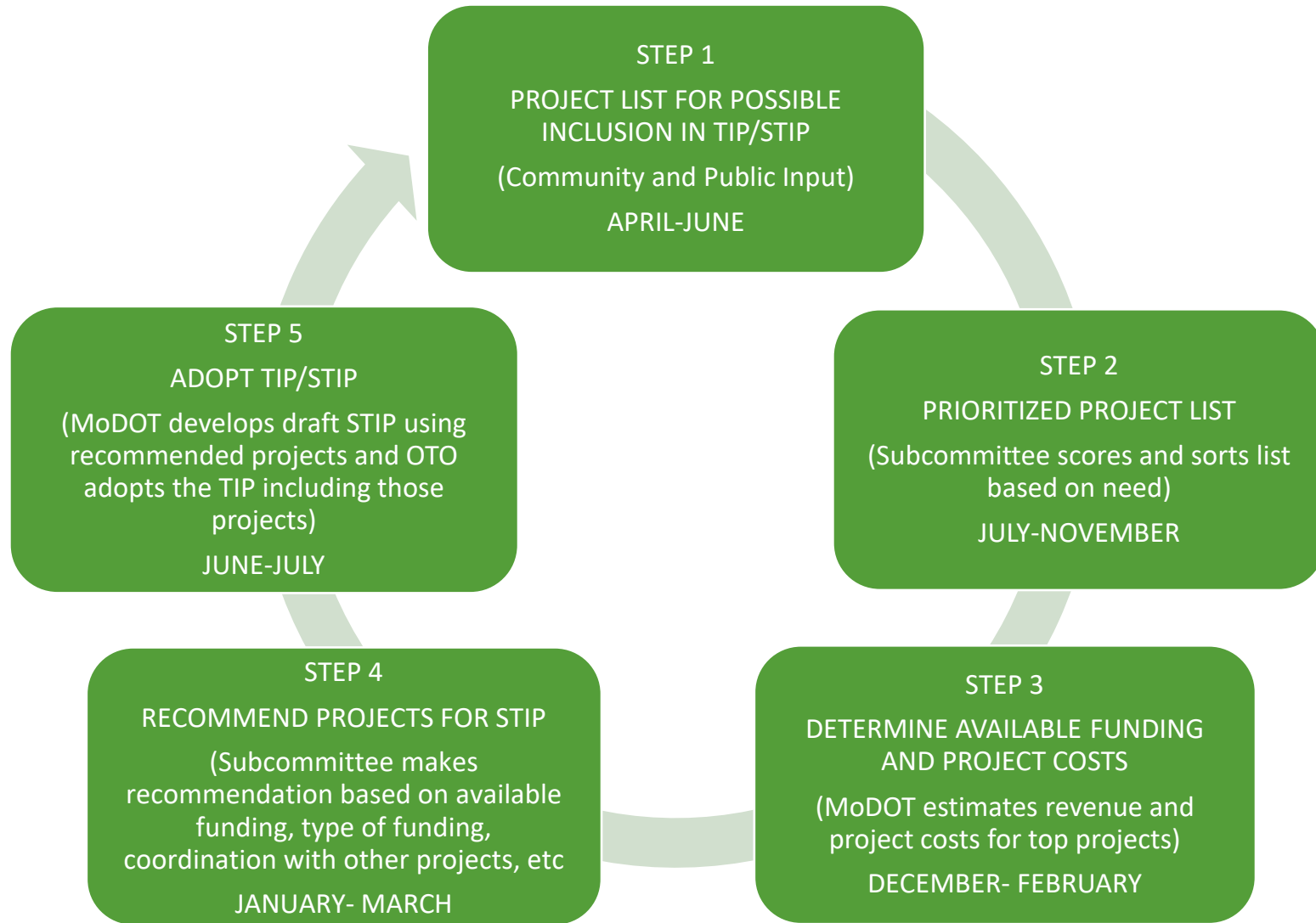
MoDOT will consider OTO’s Recommended STIP Project List when developing the FY 2023-2027 Draft Statewide Transportation Improvement Program. The Draft is typically published for public comment in May and the Missouri Highways and Transportation Commission will adopt the STIP in July. The Draft will be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

Discussion is requested and encouraged.

**BOARD OF DIRECTORS ACTION REQUESTED:**

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

## STIP PROJECT DEVELOPMENT PROCESS



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



## OTO Recommended STIP Project List

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

# 2022 OTO Prioritized Project List (MoDOT Projects)

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

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

[illegible]

**TAB 7**

**BOARD OF DIRECTORS AGENDA 03/17/2022; ITEM II.E.**

**Federal Discretionary Grant Support**

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

**AGENDA DESCRIPTION:**

The USDOT announced the Notice of Funding Availability for the Rebuilding Americas Infrastructure with Sustainability and Equity (RAISE) grants in February and is expected to release the Infrastructure for Rebuilding America (INFRA) notice soon. It is expected that several other programs will run concurrently with INFRA.

The Ozarks Transportation Organization is contracting with Crawford Murphy Tilley (CMT) to prepare a grant for rebuilding, improving safety, improving pedestrian connections, and adding capacity to I-44, branded as FIX I-44. Generally, the project is planned to be over \$120 million with a request of approximately \$70 million. The project will also include the I-44/13 Interchange improvement project. As we continue to work through the details, the scope and costs are evolving. MoDOT will be the project applicant.

The Ozarks Transportation Organization is working with the City of Republic to apply for a RAISE Grant for the MM Corridor of Opportunity. OTO staff is writing the grant application. The request will be for a grant of \$25 million for a \$55 million project that will realign MM with an overpass for the BNSF railroad, as well as create 5 lanes from US60 to I-44, as well as provide a trail and sidewalks. As we continue to work through the details, the scope and costs are evolving. The City of Republic will be the project applicant.

The City of Springfield is applying for a RAISE Grant for the Jefferson Avenue Footbridge. The request is for a project of up to \$8 million. The bridge is on the National Register of Historic Places and is currently closed until it can be fixed. The City of Springfield had originally planned to utilize STBG- suballocated funds until the project bids far exceeded expectations.

In the event that any of the above projects are eligible for additional types of federal discretionary grants, the resolution of support will be valid for any federal grant.

**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 included resolutions as provided.”

OR

“Move to approve the included resolutions with amendments as follows.....”

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION  
OF SUPPORT FOR THE FIX I-44 PROJECT**

Whereas, the Ozarks Transportation Organization has identified Interstate 44 as the top regional transportation need; and

WHEREAS, Interstate 44 is an essential freight and commuter transportation corridor; and

WHEREAS, Interstate 44 is in need of rebuilding, expansion and improved pedestrian connectivity; and

WHEREAS, the Missouri Department of Transportation, the City of Springfield, nor Greene County have been to able to identify adequate funding sources to make the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the FIX I-44 project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the FIX I-44 project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Resolution of Support for the FIX I-44 project was duly passed and adopted at the regular meeting thereof assembled this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

---

David Cameron  
Secretary of the Ozarks Transportation Organization Board of Directors

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION  
OF SUPPORT FOR THE MM CORRIDOR OF OPPORTUNITY PROJECT**

Whereas, the Ozarks Transportation Organization has identified the MM Corridor as a regional transportation need; and

WHEREAS, development is rapidly occurring along the MM corridor leading to increased safety hazards and capacity concerns

WHEREAS, the MM railroad crossing is hazardous and causes traffic to back up onto US 60

WHEREAS, the Missouri Department of Transportation, the City of Springfield, nor Greene County have been to able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the MM Corridor of Opportunity project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the MM Corridor of Opportunity project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, David Cameron, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

---

David Cameron  
Secretary of the Ozarks Transportation Organization Board of Directors



**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION  
OF SUPPORT FOR THE JEFFERSON AVENUE FOOTBRIDGE**

Whereas, the City of Springfield is a member of the Ozarks Transportation Organization, the Metropolitan Transportation Organization for Springfield Missouri; and

WHEREAS, the Jefferson Avenue footbridge is essential in providing pedestrian connectivity across the BNSF Railroad tracks adjacent to Commercial Street; and

WHEREAS, the Jefferson Avenue footbridge was built in 1902 and is on the National Register of Historic Places; and

WHEREAS, the City of Springfield, has not been able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the Jefferson Avenue Footbridge project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the Jefferson Avenue Footbridge project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, David Cameron, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

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David Cameron  
Secretary of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE  
FY 2023-2026  
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of 2022 Infrastructure for Rebuilding America (INFRA) Transportation Discretionary Grant funding, the **FIX I-44** project will be included in the FY 2023-2026 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

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Honorable John Russell, Chairman  
Ozarks Transportation Organization  
Board of Directors

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Date



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE  
FY 2023-2026  
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant funding, the **MM Corridor of Opportunity** project will be included in the FY 2023-2026 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

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Honorable John Russell, Chairman  
Ozarks Transportation Organization  
Board of Directors

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Date



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE  
FY 2023-2026  
TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant funding, the **Jefferson Avenue Footbridge** project will be included in the FY 2023-2026 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

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Honorable John Russell, Chairman  
Ozarks Transportation Organization  
Board of Directors

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Date

**TAB 8**

**ECONOMY & GROWTH**

# Clean (and quiet) electric buses come to Springfield

*City Utilities Transit is starting off with two buses, but hopes to expand to six by 2026*



by Jackie Rehwald  
February 14, 2022



On one of City Utilities' new electric buses on January 7, 2022. (Photo by Bruce Stidham)

Everett Gardner, a longtime driver for City Utilities Transit, said he and his co-workers had heard talk about battery electric buses for years. They



were “skeptical” of the new technology, he said.

“We had the mindset of, ‘If it ain’t broke, don’t fix it,’” Gardner said as he maneuvered CU’s bus No. 215 north on Campbell Avenue.

No. 215 is one of two new electric buses in CU’s fleet.

“But this is really a step up,” he said. “If this is the future, I welcome it.”

## **The clean and quiet of battery electric buses**



Carolyn McGhee seen here takes her first ride on one of City Utilities’ new electric buses on January 7, 2022. (Photo by Bruce Stidham)

On a recent day in January, the Springfield Daily Citizen caught the No. 215 bus at the Library Station and rode for about an hour with Gardner at the wheel.

The reporter and photographer were in good hands: Gardner has been named Driver of the Year three times during his 28-year career with





Transit. He knew the name of nearly every single person who got on his bus that morning.

Asked what he likes most about his job, Gardner laughed and responded: “What don’t I like?

“I could go anywhere and drive freight. I’d rather drive people around,” he said. “I love to drive. This is customer service to me, and I love that. I love dealing with people.”

At one point during the ride, Gardner turned off the heat and pointed out that the only noise to be heard was coming from other vehicles on the road. He said he sometimes forgets he’s in an electric bus and briefly wonders if the engine died when he stops at a red light.

Gardner said he loves to open up the windows on nice days and enjoy the breeze – something he can’t really do on the diesel-powered buses because of the exhaust.

“Just cutting back on the diesel exhaust, hours and hours of driving,” Gardner said. “Some of the drivers get irritation to the eyes and have allergies.”

Battery electric buses could improve the air quality in Springfield because they produce significantly less greenhouse gas emissions than diesel-powered buses.

In fact, replacing all of the country’s diesel-powered transit buses with electric buses could eliminate more than 2 million tons of greenhouse gas emissions each year, according to [EnvironmentAmerica.org](https://www.environmentamerica.org).

But Springfield’s CU Transit isn’t looking to replace its entire fleet of buses any time soon, explained Transit Director Matt Crawford. The technology is very new and the buses are costly. Plus, it will take some time for the maintenance department and drivers to get used to the technology, as well as time to weigh the cost and benefits compared to the diesel buses.





Rather than purchasing an entire fleet of electric buses, Springfield's CU Transit opted to start small with just two battery electric buses: Bus No. 215 and No. 218.

If the testing goes well and funding is available, CU's goal is to have 24 percent of its fleet converted to electric by 2026, Crawford said.

The first two buses first hit the streets of Springfield in September 2021, doing "test runs" on random routes nearly every day.

(Note to riders: The CU Transit schedule doesn't specify which routes the electric buses will run. But if you notice your bus is taller than usual and you don't have to raise your voice to have a conversation, you are on an electric bus.)

The total capital project for the two electric buses, including charging stations and training, was roughly \$2 million. The cost was mostly covered by two grants: a \$1.6 million [Low or No Emissions Grant from the Federal Transit Administration](#) (FTA) and a nearly \$370,000 VW Settlement Grant from the Missouri Department of Natural Resources.

Crawford called it a "great testing opportunity" for CU Transit that came at minimal expense to City Utility ratepayers.

"We're truly using these two buses that we've got as a learning tool to make sure that we understand how large electrified vehicles work," he said. "We may be able to use the information we gather to work with other large fleets."

Crawford said his department has estimated the two electric buses combined will save about 18,000 gallons of diesel and 240 quarts of oil annually.

**'These don't hesitate. They just go'**





One of City Utilities' new electric buses seen here at the downtown bus depot on January 7, 2022.  
(Photo by Bruce Stidham)

In addition to the cleaner air, bus driver Gardner also likes how the electric buses can accelerate more quickly than the diesel buses – not because he likes to drive fast, but because it is safer when merging into traffic.

“These don’t hesitate. They just go,” he said. “It’s important to get back in flow of traffic without obstructing.”

At one of Gardner’s stops, Springfield resident Carolyn McGhee got on board and sat near the front.

McGhee is visually impaired and serves as the president of the National Federation of the Blind – Springfield Chapter and a member of the Transit Advisory Council. On that morning, she was on her way to a meeting with city officials regarding pedestrian safety.

McGhee said it was her first time riding an electric bus. But she knew it was an electric bus because she heard the “warning beeps” as it approached the bus stop.



The beeps alert visually impaired people, such as McGhee. The regular diesel buses make plenty of noise on their own and don't have the beeps.

"It was interesting," she said of her ride on the electric bus.

According to Crawford, electric cars such as Tesla are regulated to have a manufactured sound to alert visually impaired people to their presence.

"This regulation has not made it to transit vehicles yet, but manufacturers are getting ready," Crawford said in an email. "We worked with Gillig, our manufacturer, and our vehicle maintenance department to make sure there is some sound available. The sound is a beep that is triggered by any right signal use including the four way (hazards)."

Crawford said he's heard concerns about the electric buses from people who know about [other cities like Philadelphia](#) that have entire fleets of electric buses that are inoperational. The main problem with Philadelphia's buses, which are manufactured by Proterra, is they are [prone to cracked chassis](#) (frame).

CU has trusted [GILLIG](#) to make its buses for years, Crawford said.

"We have a standard for a heavy-duty frame for fixed-route buses," Crawford said. "Currently, the only two manufacturers that meet all the other criteria by the FTA purchasing standards are GILLIG and New Flyer. GILLIG typically wins our low bids when we go out for buses. And they have great chassis."

"In the event that we're in an accident, this bus does its job," he said, pointing to the buses parked inside the barn. "It's number one job you would think is to transport people, but for me it's to keep people safe. And these buses pass that test time and time again."





The battery pack unit inside one of City Utilities' new electric buses in December 2021. (Photo by Bruce Stidham)

All of the CU bus drivers are trained to operate the electric buses. And so far, Crawford said he's hearing that most of the drivers are enjoying the experience and the technology.

When speaking to the Daily Citizen on his bus route, Gardner echoed that.

"It is a number one pick by drivers and I see why," he said. "Now that I'm driving it, I don't want to give it up."

Among the noticeable differences for drivers, the electric buses have more torque, particularly as they take off, than the diesel-powered buses. In fact, the electric buses can actually gain speed when going up a hill, Crawford said.

But when the buses take off from a stopped position, they expend a lot of their battery power. If a driver doesn't take it easy on take off or on hills, they could wind up with low batteries before it's time to come back to the barn.





Braking, too, is very different in the electric buses.

“If you take your foot off the gas, it’s going to immediately start regenerative braking,” Crawford said.

He paused for a moment and then corrected himself: “I said gas. I mean the pedal. It’s not gas.”

“It is going to start regenerative braking, which has a similar feel to engine braking in a diesel bus,” Crawford continued, “but it’s more aggressive and that’s because it is trying to recover the electric charging back into the battery.”

Another difference for drivers is the steering is a little bit stiffer. This is because the electric buses are a bit more top heavy. The stiffer steering forces the driver to take curves slowly.

Crawford said they are using this testing period to give drivers a chance to get used to the technology. At some point, they will start analyzing why some drivers or routes are causing the bus to use up battery power faster: does one route have more hills than others or are some drivers taking off a little faster?

“We are going to take the next few months and really look at what is happening and what are the things they need to train the bus operators to do to get the most out of the batteries,” Crawford said. “If you drive this right and drive correctly, you can recoup a higher percentage of your electricity as you stop, and you just let the bus do most of the stopping.

“We haven’t really pushed the drivers yet to come back with as much charge as possible,” he said. “We were hoping to get 200 miles out of this. Right now, I think we’re seeing about 150 (and being brought back to the bus barn with 10 percent charge remaining).”

For passengers, the biggest difference between the electric buses and the diesel buses is the noise – or lack thereof.

“It’s considerably quieter. On a diesel bus with HVAC and just the normal engine running, you have to elevate your voice to have a conversation,



Crawford said. “But on this vehicle, really the only noise that you’re getting is general road noise and whatever HVAC is running on the bus at the time.”

The buses have six batteries: two in the rear (where the engine usually is located), two are in the belly of the bus (between the wheels) and two are on top of the bus underneath fiberglass panels.

Those fiberglass panels make the buses about 10 inches taller than CU’s regular buses. That meant – among the many tests the buses were put through – Crawford and his team had to determine if they could clear going under the railroad underpass on Grant Avenue, an overpass [where big trucks sometimes get stuck if they are too tall.](#)

The electric buses passed that test with about a foot to spare.

At this time, the buses go out on random routes for 10 hours at a time and come back to the CU Transit bus barn when they have roughly 10 percent battery remaining.

“We have not run a test to see what happens when it goes down to zero. We will probably do that,” Crawford said when interviewed in December. “It has a low-charge mode of some kind and we want to see what happens for sure when it gets to that. I don’t know if it’s at 5 percent or lower. But at some point, I think it’s going to come to a crawl.”

As they continue to test the buses to learn what happens when the batteries are very low, it’s important they are close to CU Transit’s bus barn where the charging stations are housed so they don’t have to worry about towing the large buses.

It takes about three and a half hours to fully charge a bus, Crawford said, or seven hours to charge them both.

Again, if it all goes well with the two electric buses, CU Transit plans to have six buses (24 percent of its fleet) converted to electric battery buses by 2026.



“That doesn’t mean that there may not be an option to go more than that,” he said. “But the range on (the electric) bus is 150 miles. The range on (a diesel) bus is 300 on one tank. You gain recovery cost on maintenance and fuel on (the electric) bus, but who knows what the battery life is going to be and what the cost to replace those batteries will be.”

“This is tried and true technology,” he said, first motioning to a diesel bus and then to an electric bus. “And this is up-and-coming, and we want to be a part of it.”

CU is planning to officially introduce the two electric buses to the public at an event on Earth Day April 22. Details will be announced later on CU’s social media.

### **Where did the funds come from?**

In 2019, Springfield’s CU Transit applied for and was granted a competitive \$1.6 million [Low or No Emissions Grant from the Federal Transit Administration](#) (FTA).

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

According to the [FTA’s website](#), CU Transit was to use the funds for the “purchase of battery electric buses to replace diesel buses that will have exceeded useful life, as well as charging stations and workforce development. “

In 2020, CU received nearly [\\$370,000 VW Settlement Grant funds from the Missouri Department of Natural Resources](#).



According to the [Department of Natural Resources' website](#), in 2016, the United States settled complaints against Volkswagen AG, et al. The settlement resolved claims that Volkswagen violated the Clean Air Act by selling approximately 590,000 vehicles with 2.0- and 3.0-liter diesel engines having emissions defeat devices. The vehicles were from model years 2009 to 2016.



### **Jackie Rehwald**

Jackie Rehwald is a reporter at the Springfield Daily Citizen. She covers housing, homelessness, domestic violence and transportation, among other public affairs issues. Her office line is 417-837-3659. [More by Jackie Rehwald](#)



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



The American Association of State Highway and Transportation Officials submitted a seven-page letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2022/02/AASHTO-Comments-to-EPA-and-USACE-on-Waters-of-the-US.pdf>) on February 2 to the Department of the U.S. Army and the Office of Water Oceans, Wetlands, and Communities Division within the Environmental Protection Agency to comment on the latest proposed revisions to Waters of the United States or WOTUS regulations.

*[Above photo by the Ohio DOT]*

The foremost concern expressed by AASHTO in its letter focused on the “need to clarify the standards used for determining the jurisdictional status of roadside ditches” so that the latest proposed WOTUS rule changes “clearly excludes” the overwhelming majority of roadside ditches.

“Unlike previous iterations of regulations defining WOTUS for which the agencies extended the public comment period, this proposed rule makes numerous changes to pre-2015 definition of WOTUS, and relies on supporting documents including a 250-page Technical Support Document and 177-page Economic Analysis,” AASHTO emphasized. “But [it] does not give the public sufficient time to fully digest and understand the agencies’ proposal and submit comments.”



The debate over changes to WOTUS regulations spans several years. In September 2019 (<https://aashtojournal.org/2019/09/13/epa-department-of-the-army-formally-repeal-2015-wotus-rule/>), EPA and the Department of the Army – representing the U.S. Army Corps of Engineers – repealed and ended what they described as a “regulatory patchwork” that required implementing two competing sets of Clean Water Act rules, which created a regulatory burden across the United States, especially for transportation projects (<https://aashtojournal.org/2018/12/14/wotus-redefinition-could-reduce-regulatory-burden-for-transportation-projects/>).

The EPA and Department of the Army published a proposed rule (<https://www.federalregister.gov/documents/2019/02/14/2019-00791/revised-definition-of-waters-of-the-united-states>) in February 2019 as part of the second step in this process – developing a new WOTUS definition that would “clearly define” where federal jurisdiction begins and ends in accordance with the Clean Water Act and Supreme Court precedent.



Photo by the Federal Highway  
Administration

In that proposal, the agencies said at the time they would provide a “clear definition (<https://aashtojournal.org/2019/04/26/aashto-proposed-wotus-redefinition-would-provide-regulatory-clarity/>)” of the difference between federally regulated waterways and those waters that rightfully remain solely under state authority.

EPA and the Department of the Army then published a final rule (<https://www.federalregister.gov/documents/2020/04/21/2020-02500/the-navigable-waters-protection-rule-definition-of-waters-of-the-united-states>) in April 2020

(<https://aashtojournal.org/2020/04/24/second-step-taken-to-finalize-new-wotus-rule/>) defining the scope of waters federally regulated under the Clean Water Act, while adhering to Congress' policy directive to preserve states' primary authority over land and water resources.

When that new final rule went into effect, it replaced the rule published in 2019 that formally repealed (<https://aashtojournal.org/2019/09/13/epa-department-of-the-army-formally-repeal-2015-wotus-rule/>) a regulatory effort initiated in 2015 to expand the WOTUS definition under the Clean Water Act.

However, the EPA and U.S. Army Corps of Engineers – via a broad environmental directive issued by President Biden in January 2021 (<https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/20/executive-order-protecting-public-health-and-environment-and-restoring-science-to-tackle-climate-crisis/>) – began an entirely new WOTUS revision process in November 2021 (<https://www.epa.gov/newsreleases/epa-and-army-take-action-provide-certainty-definition-wotus>), first to repeal the 2020-era rule and then to design a brand new WOTUS regulatory framework.

The constant back-and-forth changes to WOTUS regulations is the main concern of AASHTO and state DOTs, as it impedes the ability to effectively plan transportation projects.

“We caution that any final rule should truly be final, to the extent possible,” AASHTO said in its February 2 letter. “Frequent rule changes – especially of the magnitude characterizing the WOTUS definition – can be damaging to our members, because uncertainty has a substantial impact on transportation projects that often have a long lead time.”

AASHTO also expressed “concern” with the suggestion by the EPA and Department of the Army that an “anticipated second rule” would seek to “further refine” the test for WOTUS and “build upon the regulatory foundation” of the initial rule now being proposed.

“A second rule that does not focus solely on clearly defining WOTUS but instead introduces new concepts, standards, or requirements that go beyond the case law will increase the probability of confusion, additional lawsuits, and the need for additional changes in the future, further harming our members’ ability to plan for projects,” the organization said.

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The American Association of State Highway and Transportation Officials joined with 27 other organizations in calling for the addition of language to omnibus appropriations legislation that would free up American Rescue Plan (<https://aashtojournal.org/2021/03/12/transportation-getting-100b-from-1-9t-covid-relief-legislation/>) or ARP funding for transportation purposes.

*[Above photo by AASHTO]*

That \$1.9 trillion COVID-19 relief package, signed into law in March 2021, provided states and localities with \$350 billion in relief funds and \$10 billion in capital improvement assistance.

However, as of December 31, 2021, over \$100 billion of that emergency funding is still unobligated, with those funds lacking the “flexibility” necessary for states and localities to address ongoing transportation needs.

“State and local transportation capital budgets were hit especially hard [by COVID-19], as changes in travel patterns caused user-based revenue sources to dwindle,” those transportation groups argued in a March 2 letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2022/03/Joint-Letter-to-Congressional-Leadership-Supporting-ARP-Flexibility-in-Omnibus-Appropriations-Package.pdf>) sent to Congressional leadership.

“Many projects were delayed or canceled,” they added. “However, states and localities are capped at using \$10 million of their ARP funding for highway, public transit and other surface transportation projects.

The letter noted that S. 3011 and H.R. 5735 would amend the ARP to provide states and localities wider flexibility to use a greater portion of ARP funds for those critical transportation projects.

“We support adding this overwhelmingly bipartisan legislation to the FY 2022 Omnibus Appropriations package,” they said. “Enactment would empower public entities with more options to use ARP resources and enhance economic recovery from the COVID-19 pandemic.”

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Pete Buttigieg (*seen above*), secretary of the U.S. Department of Transportation, believes that while the “hard part” of passing the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA “is now behind us, the really hard part is ahead of us: implementation.”

[*Above photo by AASHTO*]

Speaking during the keynote luncheon at the American Association of State Highway and Transportation Officials 2022 Washington Briefing, Buttigieg said USDOT will be looking to state departments of transportation “as our primary partners” to deliver the full value of the IIJA.

“How do we deliver that much value? In some places, the greatest value will be in what does not happen – as in traffic crashes that do not take place,” he explained.



“We in the department are working with urgency to make all this [IIJA] funding available to states, territories, tribes, and localities, but it is not about the short term,” Buttigieg stressed.

“Though we are moving swiftly, this is about improving infrastructure for decades to come,” he added. “We only get to do this once in a generation.”

*[Editor’s note: Buttigieg also extrapolated on USDOT’s IIJA implementation vision during his testimony before the Senate’s Environment and Public Works committee during a March 2 hearing*

*(<https://www.epw.senate.gov/public/index.cfm/hearings?ID=5AC11745-E5F6-4918-BB15-06AA28FA332E>).]*

Buttigieg noted that many of the approaches to improving the U.S. transportation system with IIJA funds “will not be top down.” Instead, they will be “bottom up” solutions driven by states and local governments, among others.



In addition to his keynote, Buttigieg also met with the state DOT CEOs gathered at the Washington Briefing privately, where they held more in-depth discussions on issues such as IIJA implementation, equity, the federal/state/local partnership, and how to improve communication with the public about



how the projects state DOTs deliver improve communities nationwide.

“We are looking for state partners to squeeze every drop of value out of these [IIJA] funds,” Buttigieg emphasized. “Very few in transportation have an opportunity like the one we have now – this is an incredible level of responsibility, a once-in-a-generation opportunity to reshape our country one state at a time, one community at a time.”

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The American Association of State Highway and Transportation Officials, the National Association of State Energy Officials, the U.S. Department of Transportation, and the U.S. Department of Energy signed a memorandum of understanding (<https://aashtonews.wpengine.com/wp-content/uploads/2022/02/NASEO-AASHTO-JOET-NEVI-MOU-Signed-Final.pdf>) on February 23 to coordinate nationwide investment in electric vehicle charging station infrastructure.

*[Above photo by the Ohio DOT]*

A signing ceremony for the MOU will take place on March 1 at the AASHTO Transportation Policy Forum meeting as part of the organization's 2022 Washington Briefing (<https://aashtojournal.org/2022/02/04/registration-open-for-aashtos-washington-briefing/>).

Jim Tymon, AASHTO's executive director, explained in a statement (<http://aashtonews.wpengine.com/2022/02/23/aashto-naseo-sign-mou-to-ensure-coordination-in-electric-vehicle-investment/>) that the MOU provides a “framework for collaboration” in response to the \$5 billion National Electric Vehicle Infrastructure Formula Program established by USDOT and DOE on February 10 (<https://aashtojournal.org/2022/02/11/usdot-doe-launch-ev-infrastructure-formula-program/>) to build and operate a nationwide network of EV charging stations.

Funding for that new program comes from the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA signed into law in November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>).

“The focus on electric vehicle charging infrastructure across our national transportation network is a huge step to reducing greenhouse gas emissions, and we applauded the administration’s focus on this issue,” Tymon said.

“Many state departments of transportation have found success in their own EV charging infrastructure programs and know first-hand that collaboration between state energy offices and other agencies is instrumental to success,” he noted.

“This is a massive undertaking and this partnership will ensure all stakeholders are on the same page when it comes to challenges, concerns, best practices, and lessons learned,” he said.



Jim Tymon at podium. Photo by AASHTO.

*[Editor's note: Tymon delved more deeply into that topic at the NASEO 2022 Policy Outlook Conference (<https://aashtojournal.org/2022/02/11/transportation-electrification-focus-of-naseo-conference/>) held in Washington D.C. February 8-11 as part of panel discussion on the ways states and federal agencies can work together to support transportation electrification.]*

The MOU states that AASHTO, NASEO, USDOT, and DOE will:

Convene national, regional, state, local, tribal, and private sector actors to build capacity of EV charging station investments, foster coordination across a national network, advance common goals, and tackle shared challenges;

Enhance coordination between state energy offices and state departments of transportation to leverage existing EV policies and programs with federal funding while also understanding the importance of private sector investment and engagement;

Create a user-friendly, inclusive communications feedback loop between key state agencies and the federal government to ensure effective, coordinated, and timely EV charging planning and implementation;

Identify data, technical, and programmatic assistance needs of states as they develop and implement state EV infrastructure deployment plans to maximize the effectiveness of IIJA programs; and

Identify potential opportunities for federal EV charging investments to provide benefits to disadvantaged communities, facilitate job creation, and foster workforce development.

Many state DOTs are already pushing ahead with a variety of efforts to support current and future deployment of EVs.

In December 2021

(<https://aashtojournal.org/2021/12/23/oregon-dot-preps-iija-funds-for-ev-charging-projects/>), the Oregon Department of Transportation issued future electrification needs study (<https://www.oregon.gov/odot/Programs/Pages/TEINA.aspx>) compiled in collaboration with local firm Forth, Kittelson & Associates and the Rocky Mountain Institute to detail Oregon's EV charging needs over the next 15 years.

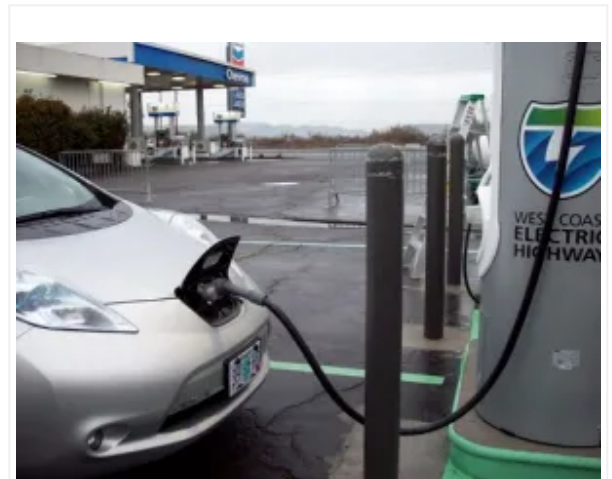


Photo by the Oregon DOT

That study presented a “clear roadmap” for the agency and its partners for electrifying the state’s transportation system for multiple types of vehicles, Oregon DOT said.

In November 2021 (<https://aashtojournal.org/2021/11/19/new-illinois-law-aims-to-boost-electric-vehicle-production/>), Illinois Governor JB Pritzker (D) signed into law the Reimagining Electric Vehicles in Illinois Act into law to help “incentivize” EV production statewide.

That legislation builds upon the governor’s commitment to improving the state’s infrastructure by permitting the Illinois Department of Transportation to prioritize road projects that directly assist with locating an EV facility and the project’s infrastructure needs.

To provide a broader perspective of this issue, Shoshana Lew – executive director of the Colorado Department of Transportation – discussed the critical role state DOTs are playing in helping electrify the nation’s transportation system in an April 2021 (<https://aashtojournal.org/2021/04/09/etap-podcast-managing-the-transition-to-electric-vehicles/>) episode of the Environmental Technical Assistance Program or ETAP Podcast.

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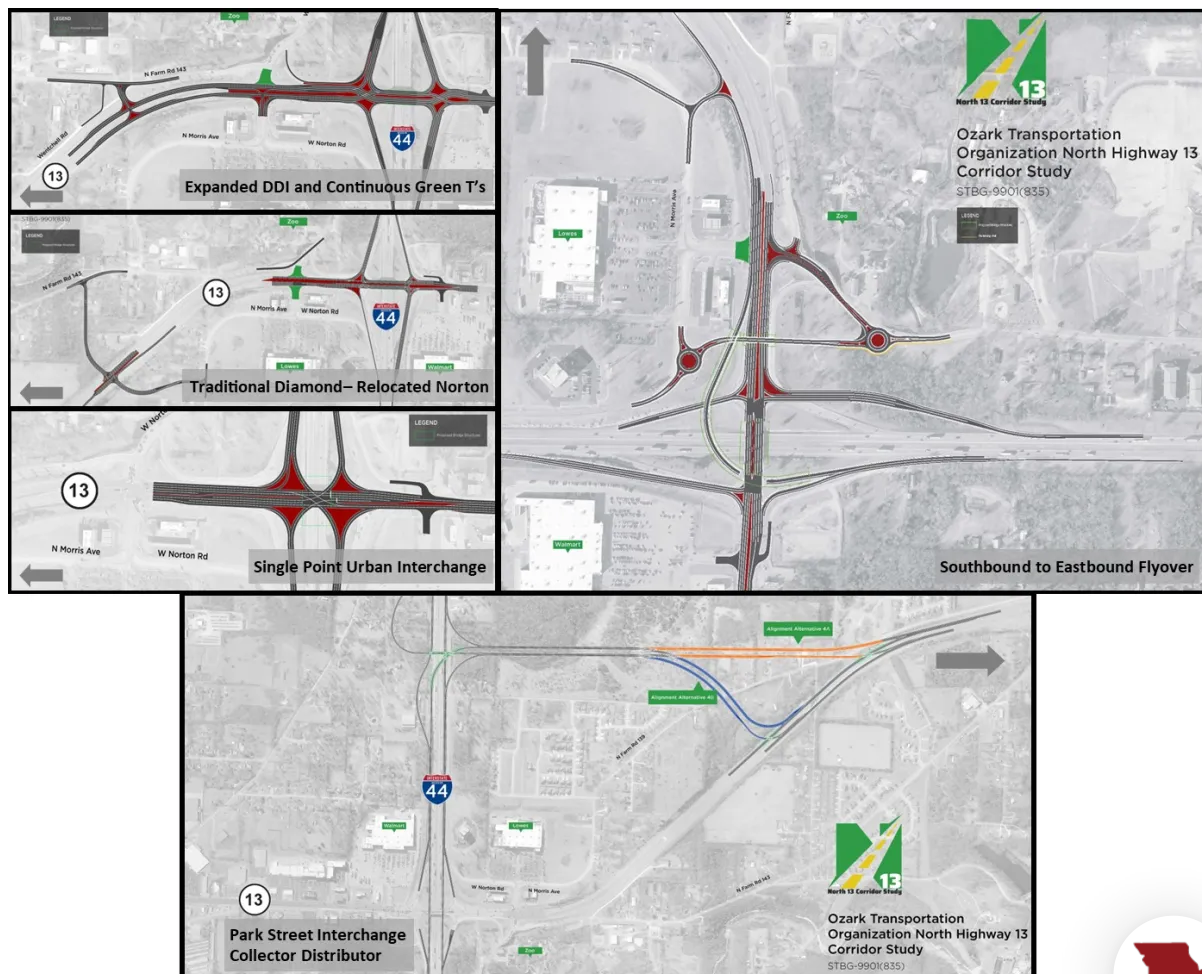
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## TRANSPORTATION

# Traffic jams on southbound Highway 13 spur redesign proposals



by Jackie Rehwald  
March 4, 2022



Residents and business owners will soon have opportunities to review and comment on five proposed design alternatives for the Highway 13 Corridor in north Springfield near Interstate 44, Highway 13 and Norton Road.





(Photo: Ozarks Transportation Organization)

Residents and business owners will soon have opportunities to review and comment on five proposed design alternatives for the Highway 13 Corridor in north Springfield near Interstate 44, Highway 13 and Norton Road.

The Ozarks Transportation Organization is hosting an in-person meeting 4:30-6:30 p.m. Tuesday at the Library Station at 2535 N. Kansas Expressway.

A virtual meeting will be available from Tuesday to March 21. (A meeting link will be posted on OTO's website on Tuesday. Find it at [ozarkstransportation.org](https://ozarkstransportation.org).)

Andy Thomason, Senior Planner for OTO, said the public seems very interested in this project due to lengthy traffic delays in that area.

"There were some significant delays on southbound Highway 13, I think as high as 20 minutes," Thomason said. "There were some accidents that occurred along the corridor of Farm Road 94 as well.

"It was something that we've had a lot of interest from the community on trying to figure out how to fix this area," he continued. "There's a lot of unique challenges with Norton Road there, with the zoo and the fairgrounds."

At the meetings, the public can learn about the five design proposals for the I-44 interchange, Highway 13 and Norton Road to address the issues.

"Some of the proposals, when we look at traffic models into the future, they don't perform quite as well as some of the other options. But we have the alternatives," Thomason said. "We're looking for the local perspectives from local business owners, residents on which options look most feasible."

For those who chose the virtual meeting option, recorded presentation will be available to watch. The public is encouraged to respond to a survey that will be available at the in-person and virtual meetings.



“There will be one that’ll kind of float to the top,” Thomason said of the proposals, adding that whichever option is most popular will likely still need some tweaks and adjustments.

OTO’s goal is to have a final public meeting in May where the preferred proposal will be presented and discussed.

## **Background on this project**

*The following information is from ozarkstransportation.org:*

The existing diverging diamond interchange at I-44 and Highway 13 was completed in June 2009. The current configuration was selected to facilitate the large volume of left-turning traffic onto I-44. In conjunction with the construction of the diverging diamond, changes were made at the intersection of Norton road, to the north, and Evergreen Street and Golden Palace, to the south. Today, the traffic queue exiting westbound I-44 extends into mainline I-44 traffic and traffic delays of up to 20 minutes are experienced by southbound Highway 13 drivers. The goal of this study is to identify improvements to the existing interchange or identify alternative interchange designs.

During the first round of public meetings held in November of 2021, the public shared the many ways congestion along this corridor was impacting their lives. The design team learned of alternate routes, fatal accidents, recurring congestion, and dangerous traffic queues. The team has been using these local insights, along with hard traffic numbers, to identify different approaches to addressing these issues. These design alternatives will be reviewed by the public during the project’s second round of public meetings.







## **Jackie Rehwald**

Jackie Rehwald is a reporter at the Springfield Daily Citizen. She covers housing, homelessness, domestic violence and transportation, among other public affairs issues. Her office line is 417-837-3659. [More by Jackie Rehwald](#)



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**TAB 9**

# OTO Public Comments





## PUBLIC COMMENT



**Area of concern:** Highway 13 & Norton Road

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

**Date received:** 03/07/2022

**Received through:** Email

**Contact Name:** Carol Minton

**Contact Email/Ph #:** minton4cg@gmail.com

**Email**

**From:** Carol Minton <[minton4cg@gmail.com](mailto:minton4cg@gmail.com)>

**Subject:** Hwy 13/Norton Road

**Date:** March 7, 2022 at 11:45:46 AM CST

**To:** [comment@ozartstransportation.org](mailto:comment@ozartstransportation.org)

Hello,

I would just like to vote for the roundabout option to alleviate congestion at the Norton Road/Highway 13 intersection. It is an awkward intersection right now. I use the Norton Road heading west to Highway 13 heading north route.

Thank you!

Carol Minton

**OTO Response:** Thank you for your comment. This will be shared with the project team.



## PUBLIC COMMENT



***Area of concern:*** James River Freeway & I-44 Interstate Loop

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

***Date received:*** 03/06/2022

***Received through:*** Website

***Contact Name:*** Keith Kappedal

***Contact Email/Ph #:*** none

### ***Website comment***

There was once talks of upgrading James River Freeway from Hwy 60/360 as well as Hwy 65, to an interstate loop that circles the city. With the improvements to James River Freeway on deck, this would be a logical next step. Example might be "I-244" or "I-644". I-44 is in dire need of widening to 6 lanes and having an Interstate loop around the city will help with congestion while Construction is complete.

***OTO Response:*** Thank you for your comment. This will be shared with the OTO Technical Planning Committee and Board of Directors. Also, for more information regarding the I-44 INFRA Grant application, please visit [www.FixI44.com](http://www.FixI44.com).



## PUBLIC COMMENT



**Area of concern:** Hidden Tree Lane

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

**Date received:** 02/04/2022

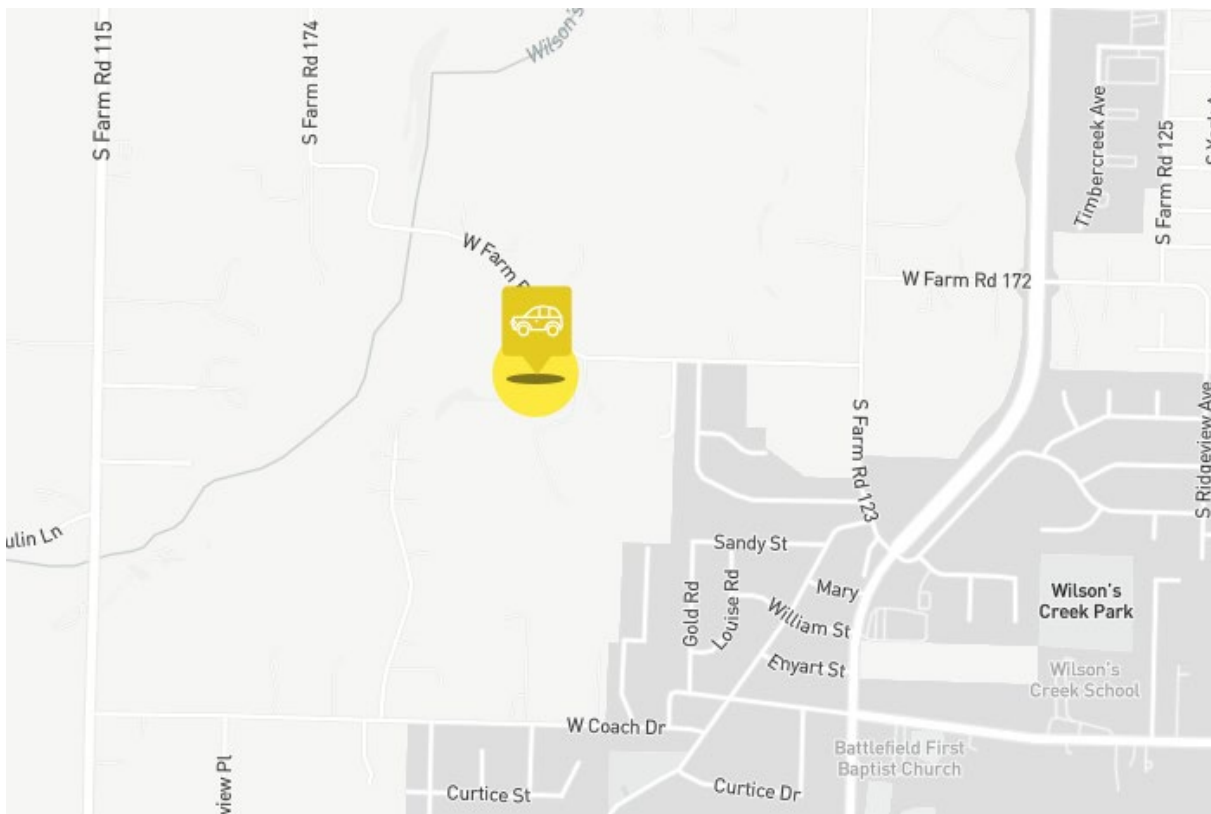
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Greg Kollmeyer

**Contact Email/Ph #:**

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

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 14 and 32<sup>nd</sup>

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

**Date received:** 02/24/2022

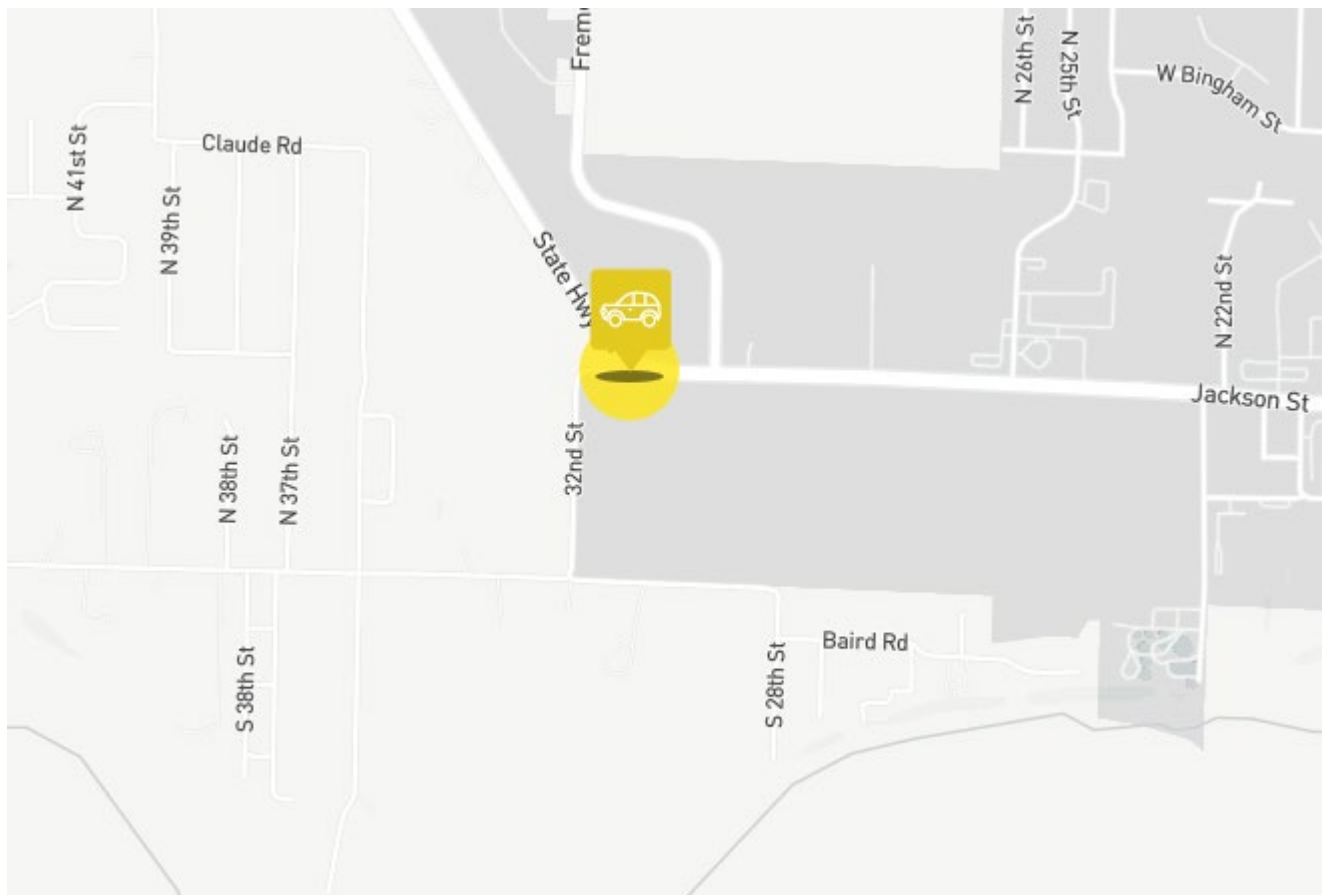
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** Dangerous location for traffic exiting highway 14 to 32nd street. I personally have encountered multiple near miss collisions at this location when visiting family. The following area needs drastic attention to avoid future collisions.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 266 and Highway B Roundabout

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

**Date received:** 02/21/2022

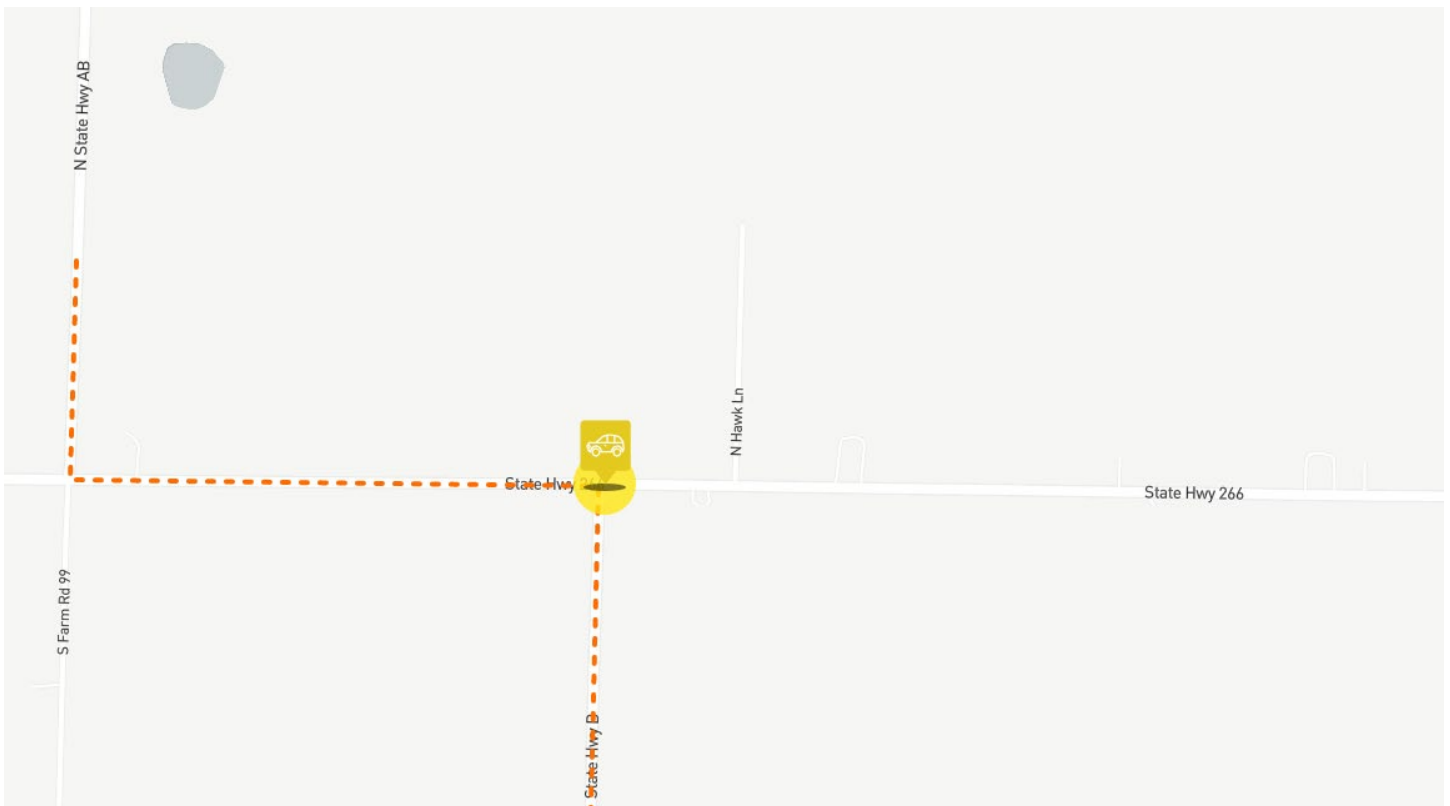
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** Traffic circle.

### Map



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





## PUBLIC COMMENT



**Area of concern:** Highway FF and James River

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

**Date received:** 02/27/2022

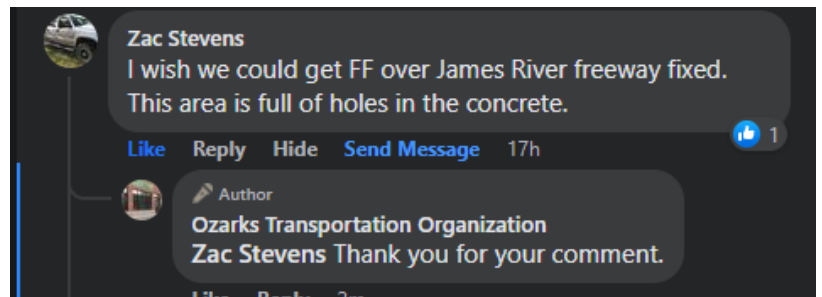
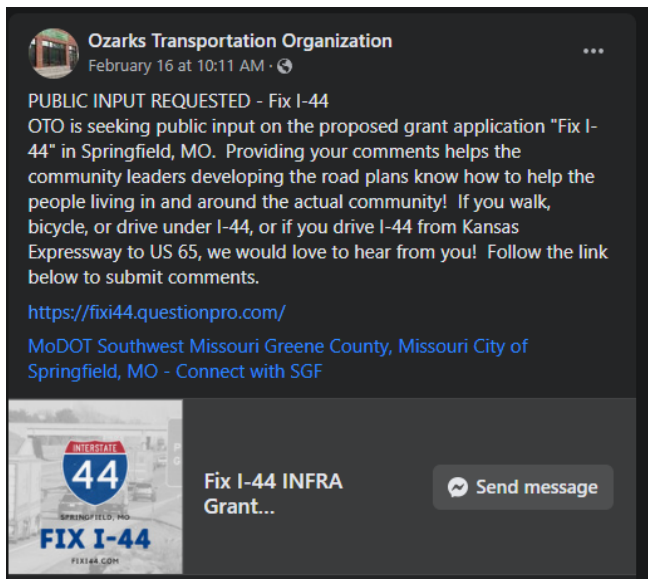
**Received through:** Facebook

**Contact Name:** Zac Stevens

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

### OTO's Original Posting

### Facebook Comment





## PUBLIC COMMENT



**Area of concern:** P Highway

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

**Date received:** 02/22/2022


**Received through:** Facebook

**Contact Name:** Joey Wright

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


### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri https://hwy-mm-raise.questionpro.com/](https://hwy-mm-raise.questionpro.com/)





**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY


MESSANGER

Highway MM Corridor RAISE Grant  
| Highway MM Corridor RAISE...

3,259 People reached    629 Engagements    — Distribution score    [Boost again](#)

 **Joey Wright**  
Really wish they would consider working on P highway between republic and clever. A 2 lane road with 20-30k cars a day down it...

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 38m  1

 **Author**  
**Ozarks Transportation Organization**  
**Joey Wright** Thank you for your comment. Your comment will be noted and reviewed. Most of P Highway is outside of the OTO MPO boundary. Here is a link to a map of the OTO MPO boundary <https://media.ozarkstransportation.org/.../MPOStudyArea....> Please contact MoDOT as well. Thank you!

[Like](#) [Reply](#) 8m



## PUBLIC COMMENT



**Area of concern:** Traffic Light Synchronization

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

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Bart Schudy

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


### OTO's Original Posting



### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.

<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Bart Schudy**  
Synchronize the traffic lights in town would awesome.....  1

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 14h

 **Ozarks Transportation Organization**  
Bart Schudy Thank you for your comment.

# **Bike / Pedestrian Public Comments**





## PUBLIC COMMENT



**Area of concern:** Massey Blvd/Tracker Road/Nicholas Road

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

**Date received:** 02/17/2022

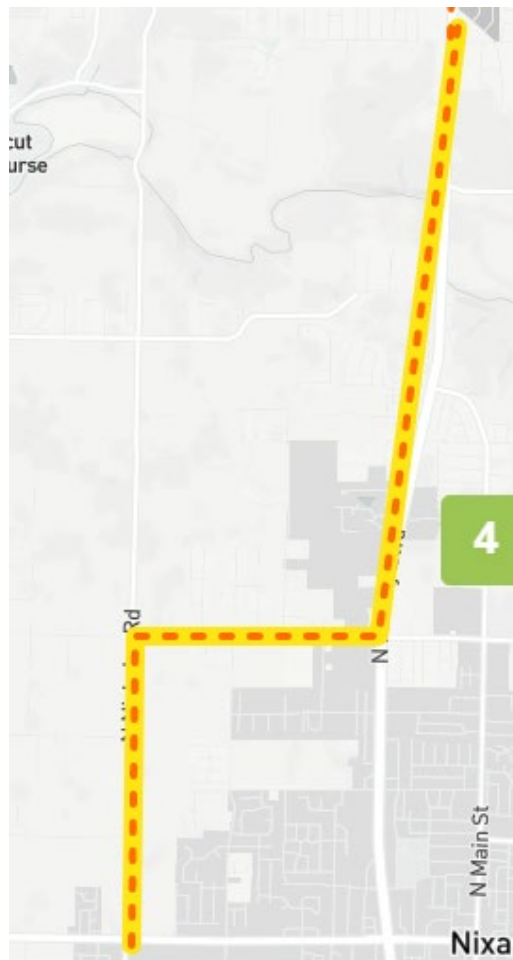
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton Swindle

**Contact Email/Ph #:**

**Comment:** Protected bicycle lane or extended buffer bicycle lane.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Lake Springfield Trail

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

**Date received:** 02/17/2022

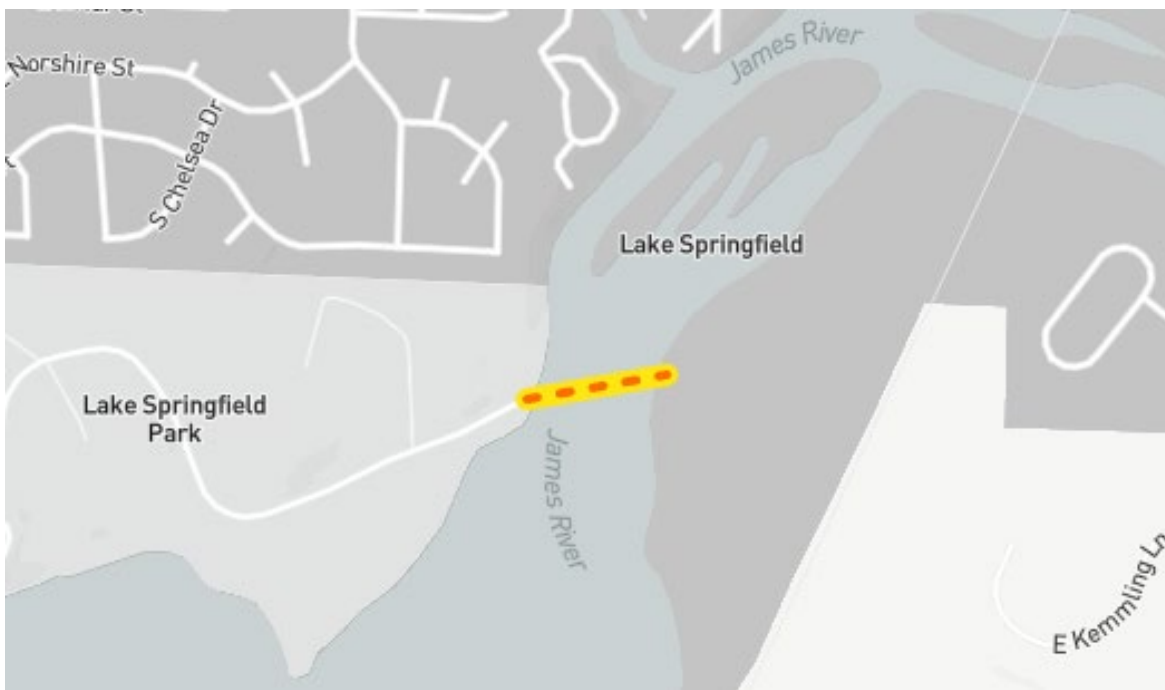
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton Swindle

**Contact Email/Ph #:**

**Comment:** Bicycle/Pedestrian Pathway that connects to existing trail network.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Multi-use path West Division

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

**Date received:** 02/21/2022

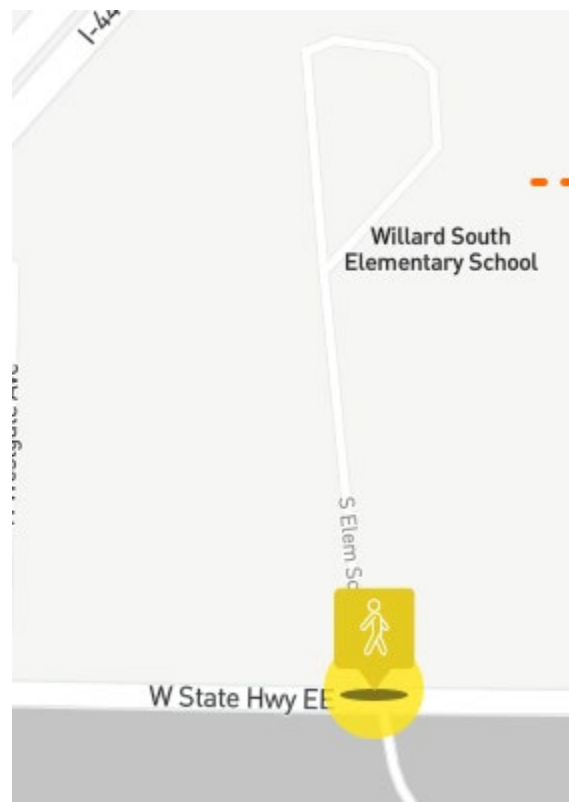
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** The following area requires a multi use path that allows pedestrians and bicycles to access the school. The following infrastructure is classified as car-dependent, which does not allow children, parents, and citizens to safely walk in the area. A protected multi use pathway that is a safe distance from the road is recommended. The following multi use pathway should be extended throughout division street to increase walkability and bicycle infrastructure. On street bicycle lanes not recommend.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Park Central Square Pedestrian Zone

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

**Date received:** 02/21/2022

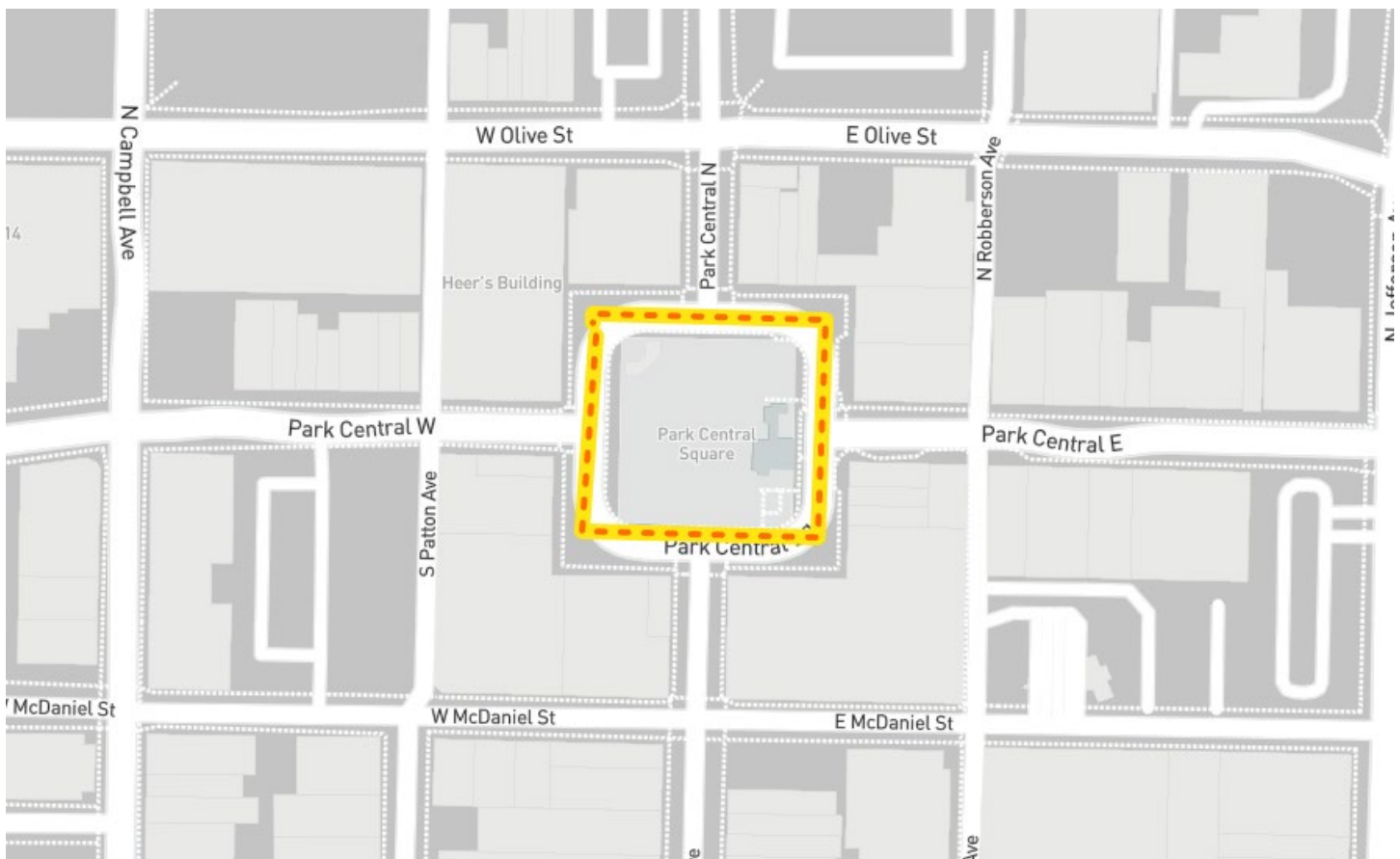
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** The following area does not support on site parking for vehicles. It should be classified as a pedestrian zone. The following area should be closed to traffic in increase walkability in the area.

### Map



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





## PUBLIC COMMENT



**Area of concern:** Multi-use path off Hwy AB near Hwy EE

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

**Date received:** 02/21/2022

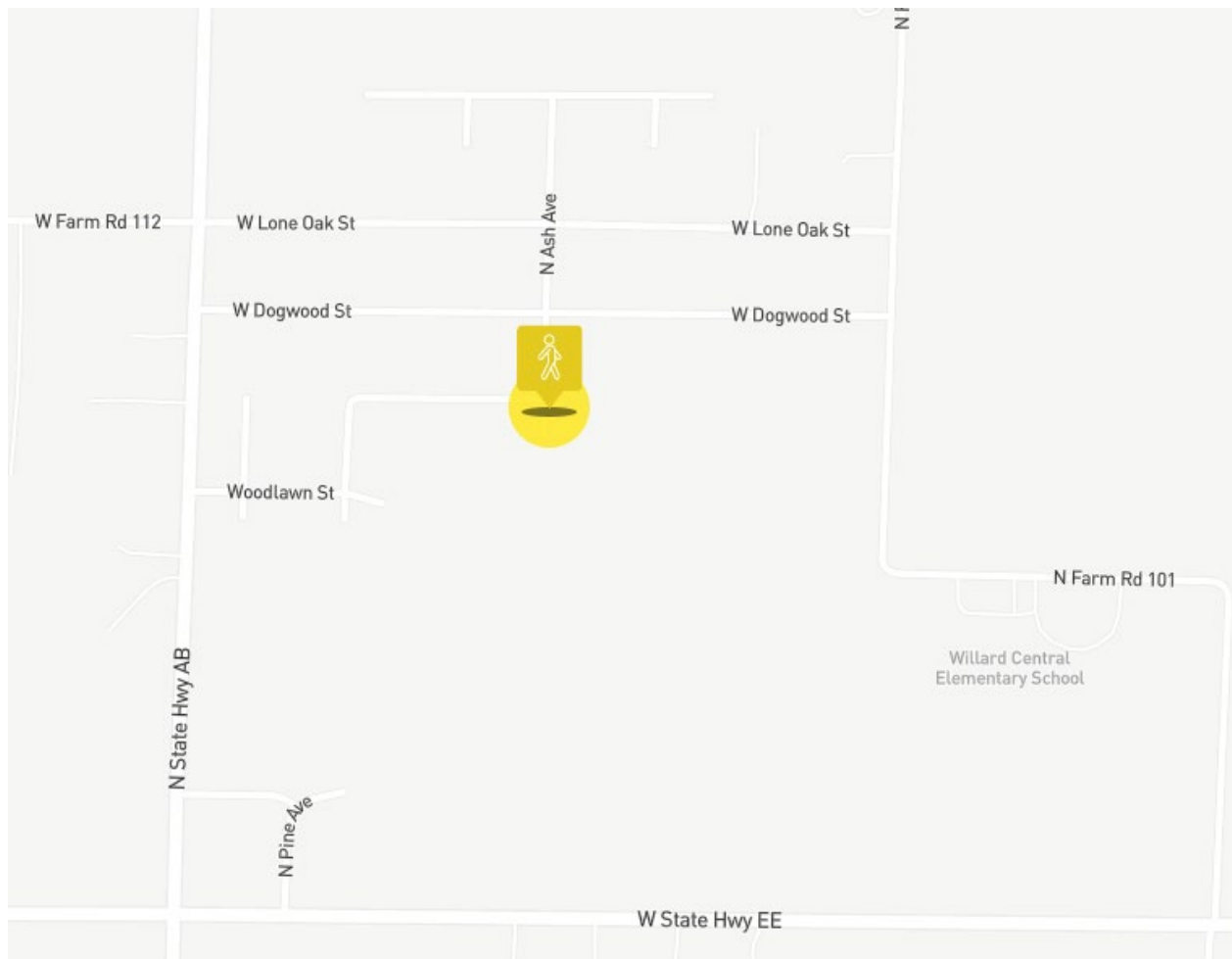
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** Trail extension to increase walkability for the area.

### Map



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



## PUBLIC COMMENT



**Area of concern:** Walking pathway near W. Division (Willard South Elem)

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

**Date received:** 02/21/2022

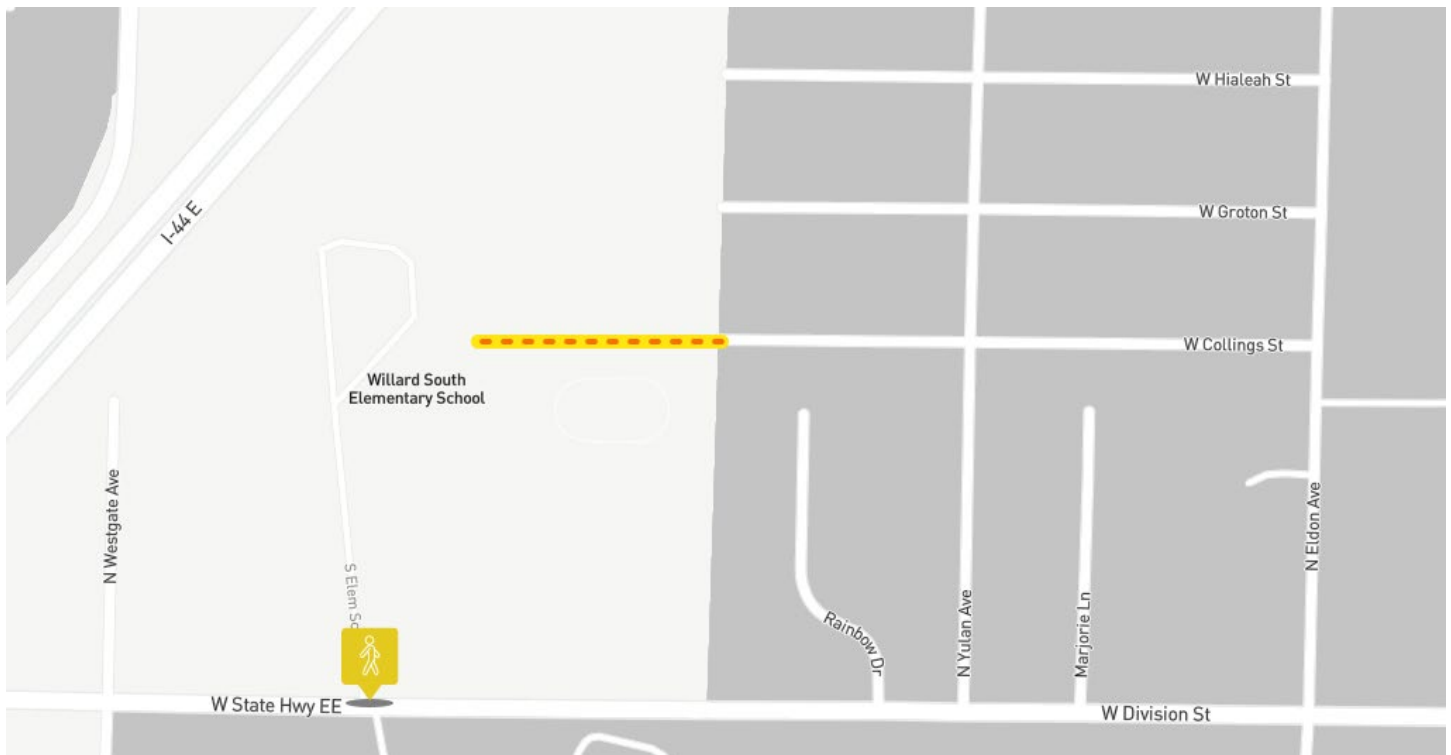
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton S.

**Contact Email/Ph #:**

**Comment:** A walking pathway should be installed in the following area to cut down on travel time and increase walkability to the following school. The following would increase safety for children and parents by avoiding major collector and arterial roads.

### Map



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



## PUBLIC COMMENT



**Area of concern:** I-44 Pedestrian/Bicycle crossing(s)

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

**Date received:** 02/27/2022

**Received through:** OTO Website Comment

**Contact Name:** Robert Stephens

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

### OTO Website Comment



**Kalt** • 2 days ago

I would love to see improved crossings for pedestrians and cyclists who need to cross I-44 safely. Improved signage, separated paths & culverts and/or bridges would be a plus. There are many parks & biking trails north of I-44 that should be safely accessible from south of I-44.

2 ^ | v • Reply • Share ›



**Ozarks Transportation Organiz.**  Kalt • a minute ago

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

^ | v • Edit • Reply • Share ›



## PUBLIC COMMENT



**Area of concern:** Protected Bike/Ped pathway Willard/Republic

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

**Date received:** 03/09/2022

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

**Contact Name:** Dalton S

**Contact Email/Ph #:**

**Comment:** Off street protected pedestrian/bicycle pathway to connect Republic/Willard. Increase accessibility to Frisco Trail Line.

**Map**  
(Highlighted line)



**Submitted Photo**



**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:** 03/09/2022

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

**Contact Name:** Dalton S

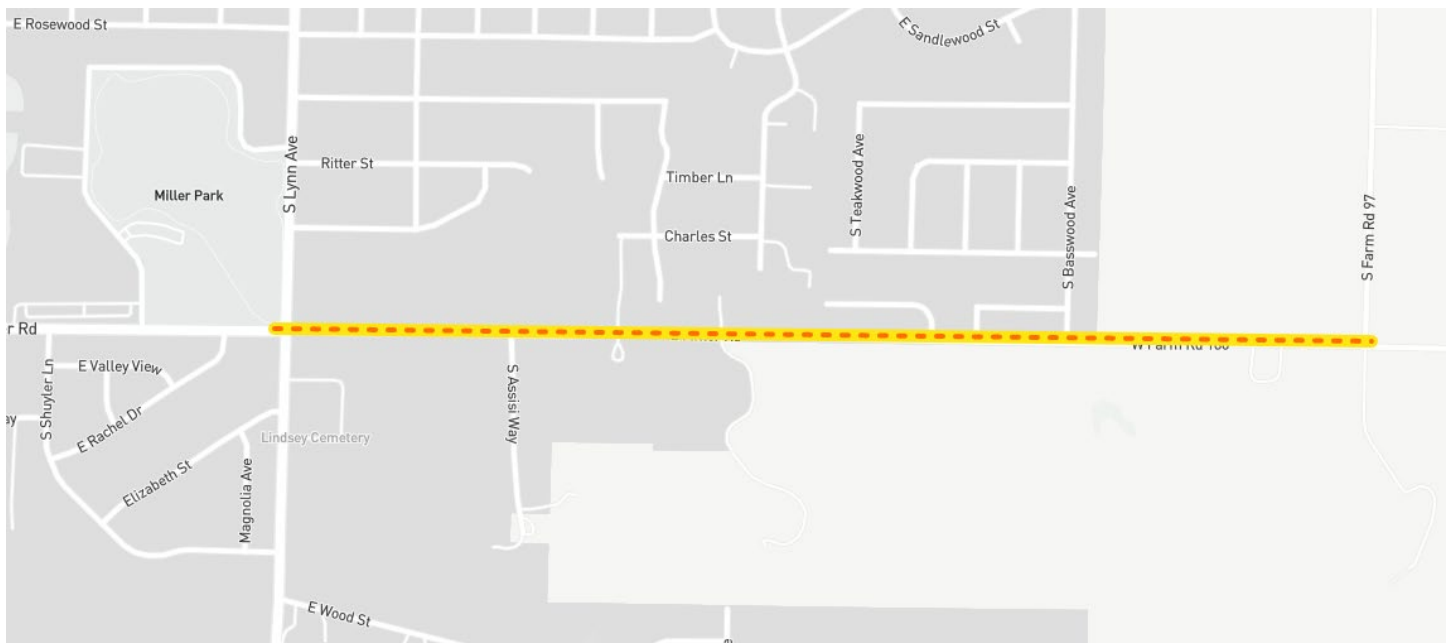
**Contact Email/Ph #:** not available

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

I agree! An off street, protected bike lane/pedestrian pathway would be a great asset to the community to increase walkability

**Original Map-A-Concern 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 - Sidewalks and bike lane



**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:** 03/09/2022

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

**Contact Name:** Dalton S

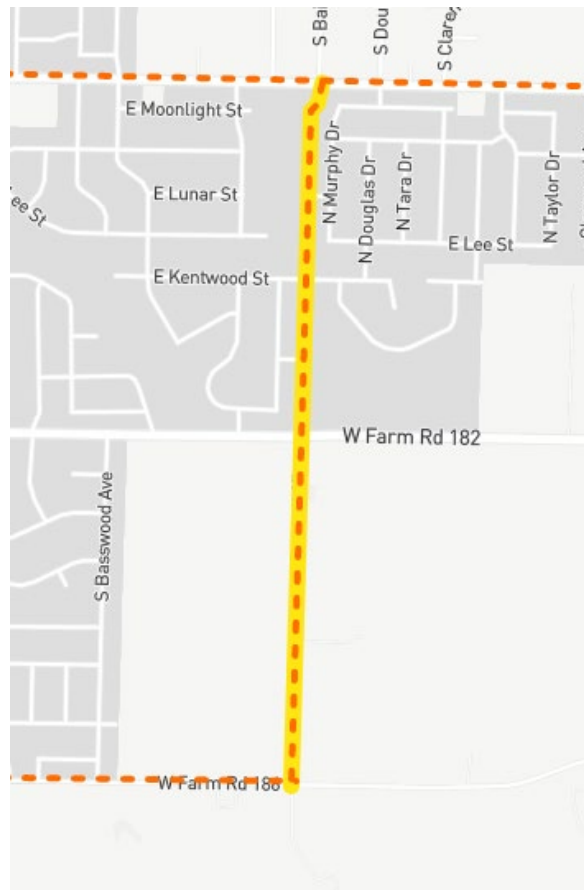
**Contact Email/Ph #:** not available

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

I agree! An off street, protected bike lane/pedestrian pathway would be a great assess to the community to increase walkability.

**Original Map-A-Concern 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.



**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:** 03/09/2022

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

**Contact Name:** Dalton S

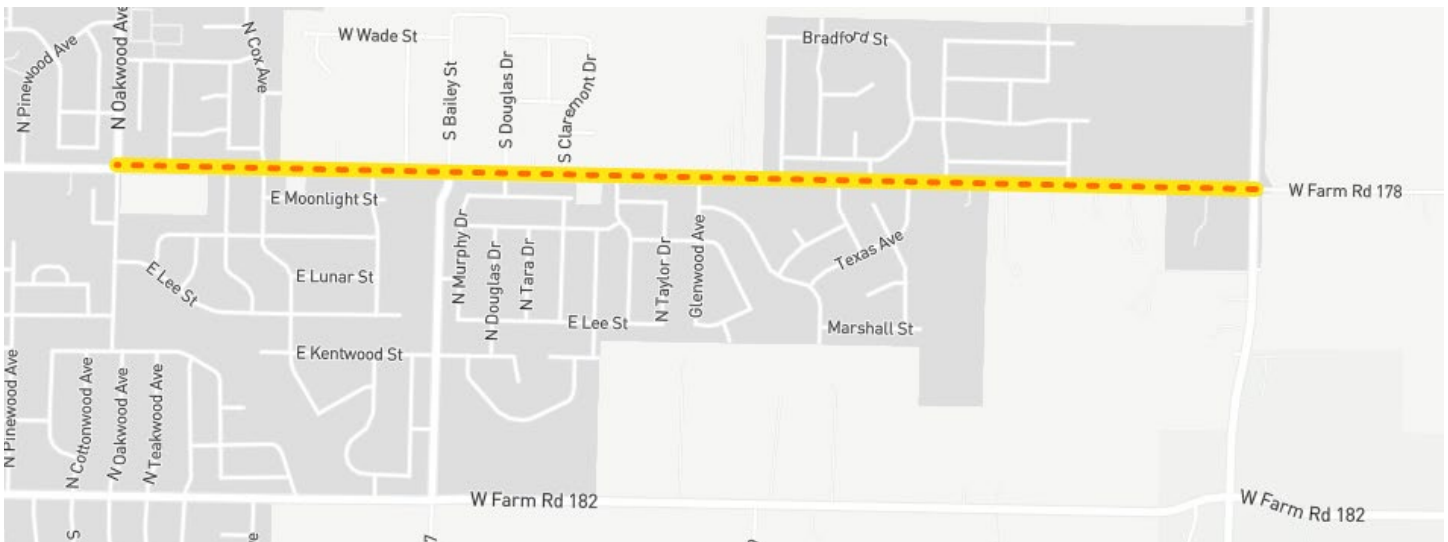
**Contact Email/Ph #:** not available

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

Off street protected pathway for bikes and pedestrians would be a great way to increase walkability and access to the school.

**Original Map-A-Concern Comment**

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



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



## PUBLIC COMMENT



**Area of concern:** Highway ZZ from FR 182 to Hwy M – sidewalk to school/bike lane

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

**Date received:** 03/09/2022

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

**Contact Name:** Dalton S

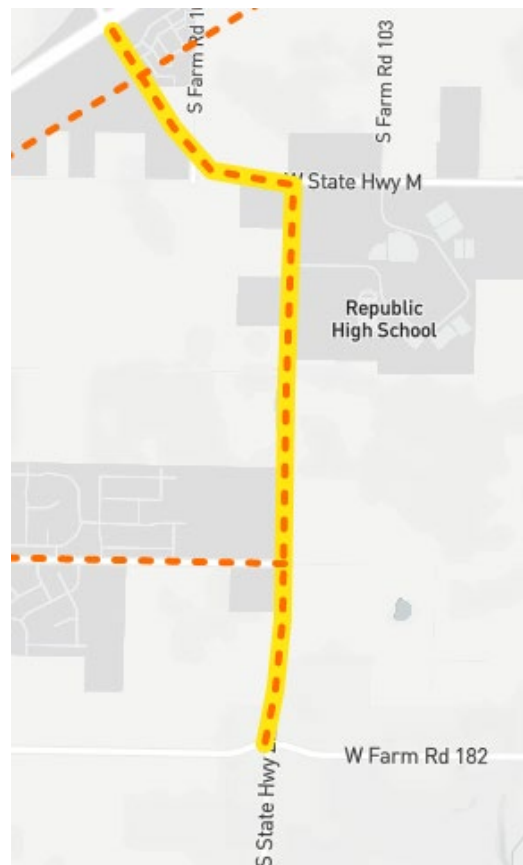
**Contact Email/Ph #:** not available

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

"I agree! An off street, protected bike lane/pedestrian pathway would be a great assess to the community to increase walkability

**Original Map-A-Concern Comment**

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



**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:** 03/09/2022

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

**Contact Name:** Dalton S

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

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

"I agree! An off street, protected bike lane/pedestrian pathway would be a great asset to the community to increase walkability.

**Original Map-A-Concern 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.



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

# **Shuyler Creek Trail Petition**



### SHUYLER CREEK TRAIL PETITION

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

**Argument:**

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

**Request:**

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



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



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



MD

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

end of 182



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



# **Ms. Roller Comment Packet**







## PUBLIC COMMENT



**Area of concern:** Shuyler Creek Trail Expansion

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

**Date received:** 02/15/2022

**Received through:** email/in-person

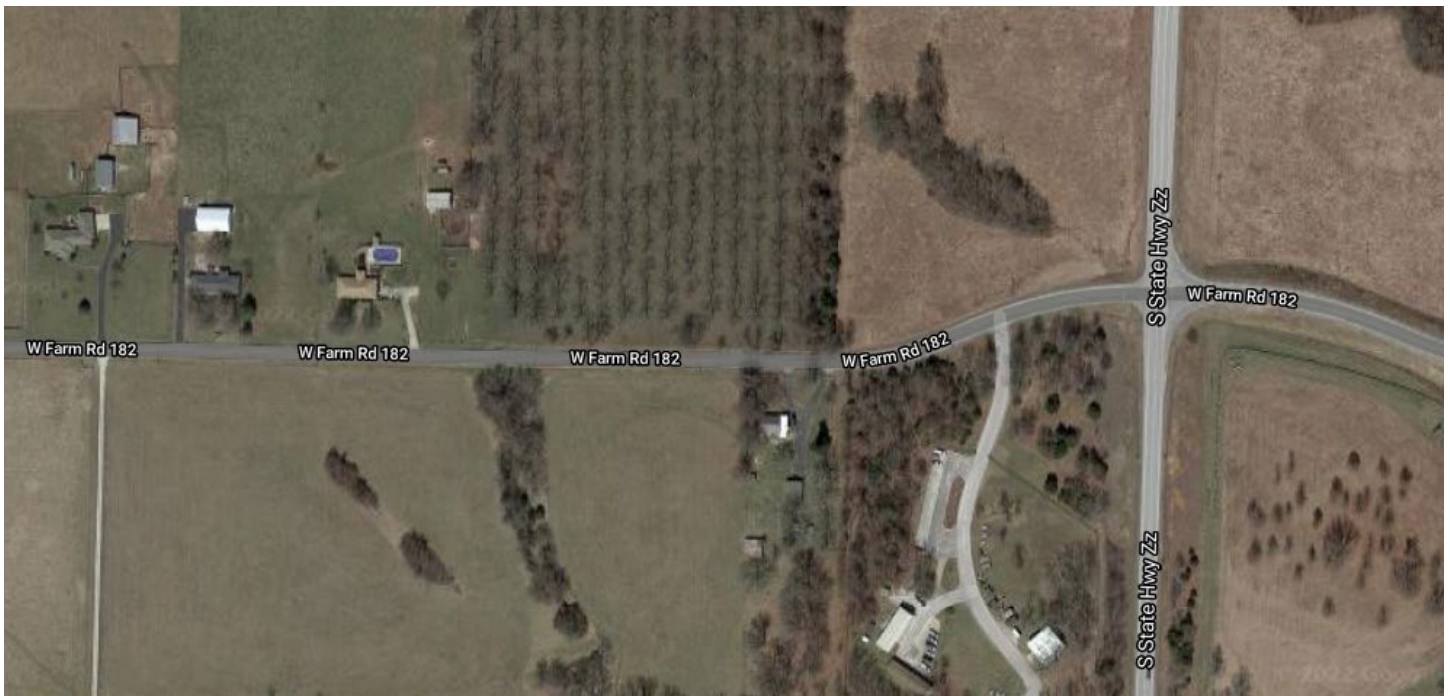
**Contact Name:** Lisa Roller

**Contact Email/Ph #:** [rollerbug68@gmail.com](mailto:rollerbug68@gmail.com)  
360-481-6001

### Comment

Please see attached comment packet.

### Map



## Nicole Stokes

---

**From:** Lisa Roller <rollerbug68@gmail.com>  
**Sent:** Monday, February 14, 2022 12:23 PM  
**To:** Nicole Stokes  
**Subject:** Trail  
**Attachments:** IMG\_20220214\_115919\_235.jpg; IMG\_20220214\_120436\_627.jpg; IMG\_20220214\_120425\_379.jpg; IMG\_20220214\_120322\_722.jpg; IMG\_20220214\_115948\_692.jpg; IMG\_20220214\_120300\_583.jpg

Nicole hi it's Lisa roller if you could print this statement from me to give to the committee as well as the letter that I wrote to The Republic committee and the newspaper article that I sent you and the other information what I wanted to say an ad is that the bike trail is going to be in the front yard of a lot of us Farmers out here and it's going to be about 30 ft from my front bedroom window which is totally against any privacy and also wanting to take down 2 mature trees that were planted for our mother 50yrs ago and one from highschool from a brother I mean if we wanted bikes and ect. we would live inside the city limits we live out here on a farm for a reason we just put in our forever pool or forever hot tub our bar I mean I don't want a bunch of children and people looking in my yard especially my bedroom window so I think it's just very I don't know poor decision planning on the part of whoever's taking care of this trail you can read comments from others we have the petition that I believe Mike submitted to you guys we've been to every committee meeting and it seems like we're hitting a brick wall and I've contacted Josh holley's office they've gotten back to me I've contacted Burleson up in the state senate and Jeff City they are working on a bill 1044 now to get it back up on the table to get voted on about taking private property for recreational use they can put this trail down Hines road they're already planning on sidewalks I don't know why they don't forget about the sidewalks put the bike trail in where the park is and the kids are it'd be more accessible and usable over on that road I appreciate your time thank you the rollers

**The following letter was read to the City of  
Republic. It is included for reference.**

Hello. My name is Lisa Roller, and I'm here tonight to discuss the proposed bike trail.

You have proposed to put in place a ten foot bike trail across multiple private properties including farmland and in the front and back yards of multiple homes. This trail would be practically in my front door, and in the front doors of other homeowners involved. In my opinion, the taking of private property for a bike trail is thievery and a total lack of concern for the rights of the people. You are willing to steal our birthrights to put in your pet project.

You are not protecting the rights and concerns of everyone involved that all stand to lose something in this process. You applied for and received a grant without ever notifying the people most affected by this trail until almost two years later. This would be a trail that is recreational and is absolutely not necessary.

I believe your vision is not for the people of Republic, whether inside or outside the city limits. It seems like it is just to put a feather in your cap. When you say the people want this, we know of many people--both inside and outside the city limits--(many who have much to lose) absolutely do NOT want this trail! This trail seems like the way to get your foot in the door for your larger plan. Recently I was made privy to the fact that you have plans to annex Farm Rd 182 into the city of Republic after the trail goes in, which is against everything we stand for. City Council members, it sounds like if we give you an inch, you intend to take a mile. Your plans will greatly destroy our way of life and most definitely our privacy. We live out in the country for a reason. Where would this leave our hunting rights, our private wells and septic systems, our propane use, etc? This bike trail and the road widening that would surely follow annexation would be the beginning of the destruction of our whole way of life.

I do like way you begin your meetings with the pledge of allegiance and the prayer. It shows that you still have a belief in "one nation under God". But after that's over, for the Council, it's business as usual with no regard to anyone's cares or concerns.

In closing, I want all of you who are involved in this trail process and the vote to take away people's private property to ask yourself a question: Would Jesus turn over your tables and call you "sons and daughters of iniquity"?

Thank you for your time.

January 21, 2022

Dear Property Owner:

You are invited to attend the second public meeting on Tuesday, February 22, 2022 concerning the Shuyler Creek Trail Extension Project. After the first public meeting, all comments were taken into consideration, and we would like to take this opportunity to update you on the progress to date. The hearing will directly follow the City Council meeting to begin at 6:00 p.m. at the Republic Community Center, 711 E Miller Road, Republic, MO 65738.

At this public meeting we will display the latest version of the trail alignment and you will have the opportunity to discuss with Council Members, City Staff and Project Engineers. You will also have the opportunity to document your comments. The Notice of Open-House Public Hearing is enclosed to help familiarize you with this project.

In addition, project information will be available for viewing online. Proposed trail exhibits will be updated on the website, the day of the public meeting. All material from the public hearing will be available online at:

<https://www.republicmo.com/713/Shuyler-Creek-Trail-Expansion>

We understand transportation and access is important to the residents in this area and I will be glad to answer any questions you might have about this project or other matters. If you are not able to attend this meeting and would like additional information, please feel free to contact either one of us below.

Sincerely,

*Garrett Brickner*

Garrett Brickner  
City of Republic – Engineering Manager  
417.732.3405  
[gbrickner@republicmo.com](mailto:gbrickner@republicmo.com)

*Jonathan Peitz*

Jonathan Peitz, PE  
Olsson – Project Engineer  
417.885.1763  
[jpeitz@olsson.com](mailto:jpeitz@olsson.com)

Encl: Notice of Open-House Public Hearing





# — GREENE COUNTY — COMMONWEALTH

*and continuing the Republic Monitor*

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## Shuyler Creek Trail may extend to battlefield

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Published by education on Thu, 01/20/2022 - 7:00am

By: Steve Chapman



*Nearby landowners unhappy that trail could potentially cut through their property south of Republic*

Shuyler Creek Trail is currently a three-quarters-of-a-mile walking and biking trail in Republic, but the city has plans to make it much longer. A proposed project, the Shuyler Creek Trail Expansion, will extend the trail about 1.6 miles to Wilson's Creek National Battlefield.

Shown is a map of the proposed Shuyler Creek Trail Expansion.

### A description of the project

The project's tentative plans, the details of which are still being decided, call for extending the trail from its current ending point—a loop about 1,000 feet east of Oakwood Avenue—southeast towards Elm Street and then continue on the north side of Elm Street to Farm Road 99. A pedestrian crossing will be installed at Farm Road 99, and from there, the trail will continue on the south side of Farm Road 182 up until just west of State Highway ZZ.

"We expect to proceed with construction in May 2023," said Allyssa Dudley, public information officer for the city of Republic. "The total cost of the project is estimated at \$1.7 million, with \$1.36 million in federal funding provided via the MoDOT Surface Transportation Block Grant, and approximately \$340,000 matched with local funding."

While the construction stops just short of Highway ZZ, Dudley said that "the Missouri Department of Transportation is making intersection improvements that will connect the Shuyler Creek Trail expansion to Wilson's Creek National Battlefield."

Dudley also said the project would give Republic residents a new opportunity for recreation.

"The Shuyler Creek Trail expansion is going to be a great way for families and those looking for outdoor recreation to walk, run, or cycle to Wilson's Creek National Battlefield," she said.

### Landowner objects to proposed trail crossing her property

Not everyone is happy with the proposed expansion, however. Several landowners, who stand to be affected by the extension, have spoken against the project at recent Republic City Council meetings.

Among those, Lisa Roller, said the expansion would create an easement on the farm that has been in her husband's family since 1956, and would not only force them to move gates and fencing, but also remove two mature tulip trees, one of which was planted by her later mother-in-law over 50 years ago, another of which was planted by his brother.

Roller also said the proposed trail would violate her and her husband's privacy.

"The trail will be 30 feet from my front door," she said. "If I wanted to have kids and bikes (outside) my front door, I would have lived inside city limits. We are retired (and) just put in our forever pool, hot tub and bar. Are we supposed to feel uncomfortable in our own yard?"

Roller added that she had been to city council meetings to protest the proposed expansion, but felt like her concerns were not being taken seriously, so she reached out to other elected officials, including U.S. Senator Josh Hawley, U.S. Congressman Billy Long and Missouri Representative Bishop Davidson, whom she said had all gotten back with her.

"We go to all the city council meetings at Republic's Police Department every other Tuesday," she said, and it seems to me that we go, we say our piece, (and the reaction is) like a pat on the back (and) 'Get it off your chest.' We're getting nowhere, so that's why I called my city, county and state representatives, all the way up to Josh Hawley's office, (and) I have received phone calls back from all of them."

During recent city council meetings, Republic Mayor Matt Russell and Public Works Director Andrew Nelson have offered to meet with the group of citizens outside of the official proceedings to discuss the matter further.

Outside of Republic city limits, Dudley said, obtaining the land where the trail is expected to be placed will fall to the county.

"Greene County will negotiate the acquisition of the right of way outside city limits, with the funding provided

Search

through the federal grant and local match," she said. "The city and county will work together to install plans for maintenance and upkeep for this portion of the trail."

More information on the project can be found online at [www.republicmo.com/713/Shuyler-Creek-Trail-Expansion](http://www.republicmo.com/713/Shuyler-Creek-Trail-Expansion).

## Category:

News

## LAWRENCE COUNTY RECORD

312 S. Hickory St.

Mt. Vernon, MO, 65712

[www.lawrencecountyrecord.com](http://www.lawrencecountyrecord.com)





## **STATE OF THE CITY 2022**





## 2022 Goals & Objectives

- Our #1 goal each and every year is to carry out the three main components of our mission statement. We will make every attempt to provide MEMORABLE EXPERIENCES through PROGRESSIVE THINKING and EXCEPTIONAL SERVICE in all that we do.
- Continue our focus on Connection by extending gratitude and remain committed to community involvement and building/strengthening our relationships.
- Formalize timeline and communication plan for ballot initiatives in 2022 for the continuance of sales taxes dedicated



local non-profit events, music and arts in the park.

- Formalize plan to expand the J.R. Martin Park holiday lighting display in coordination with the boulevard project to create



to park operations and park capital improvement projects.

- Begin the initial design phase for the new 136-acre parcel of park land as well as planning and design for other future park capital improvement projects.
- Design and construct a new boulevard within J.R. Martin Park by Fall 2022 to include a 50-60 ft. wide path with vendor space on either side, decorative lighting, electrical hook-ups, and unique décor and features. Space to be used for a walk-through holiday lighting display, farmer's markets,

a unique and interactive walk-through experience. Plans include additional lighting of all varieties, photo stations, music, and special event nights at the park.

- Continue to add program opportunities for the Jurassic Quest Archery Range and work towards creating additional adventure-themed experiences within Brookline Park.
- Assist the BUILDS Department with the Shuyler Creek Trail extension project to Wilson's Creek National Battlefield.



# **Highway MM Corridor Facebook Boosted Posts Public Comments**





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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


**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Sean Thouvenot


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

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...


OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri](https://hwymmraise.questionpro.com/)  
<https://hwymmraise.questionpro.com/>



**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY

MESSANGER


**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...


 Send message


3,827      758      —  
People reached      Engagements      Distribution score


[Boost again](#)

### Facebook Comment

 **Sean Thouvenot**  
Probably should throw in some \$\$ to fix the Hwy N /FR168 crossing. Wrecks often happen and it's a matter of time before someone else is killed. Easy fix too, cut about 5 feet of the hilltop off, grade the ditches, pave it and all done. Also cutting off access to MM from 168 is a bad idea. That will just congest main and Hwy 174

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 14h  2

 **Author**  
**Ozarks Transportation Organization**  
Sean Thouvenot Thank you for your comment. Please share this with the project team, as well, at <https://hwymmraise.questionpro.com/>.



HWYMMRAISE.QUESTIONPRO.COM  
Highway MM Corridor RAISE Grant | Highway MM Corridor...

[Like](#) [Reply](#) [Remove Preview](#) 1m



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Darin House

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

### OTO's Original Posting

Ozarks Transportation Organization  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. MoDOT Southwest Missouri City of Republic, Missouri <https://hwymmrise.questionpro.com/>

**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY

MESSANGER  
Highway MM Corridor RAISE Grant  
| Highway MM Corridor RAISE...

3,827 People reached 758 Engagements — Distribution score [Boost again](#)

### Facebook Comment

Darin House  
Sean Thouvenot I agree. I use 168 every day to and from work to avoid the already congested 60 into and out of Republic. And also I usually avoid crossing N Hwy as well on 168. You never know how fast someone is traveling north on N. You'd never have time to get across if someone came flying over.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 6d

**Above Comment was a reply to the following**

Sean Thouvenot  
Probably should throw in some \$\$ to fix the Hwy N /FR168 crossing. Wrecks often happen and it's a matter of time before someone else is killed. Easy fix too, cut about 5 feet of the hilltop off, grade the ditches, pave it and all done. Also cutting off access to MM from 168 is a bad idea. That will just congest main and Hwy 174

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 6d

**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** John Saunders

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. MoDOT Southwest Missouri City of Republic, Missouri <https://hwymraise.questionpro.com/>

**HIGHWAY MM**  
COORIDOR OF OPPORTUNITY

MESSANGER  
Highway MM Corridor RAISE Grant  
| Highway MM Corridor RAISE...

3,827 People reached 758 Engagements — Distribution score [Boost again](#)

### Facebook Comment

**John Saunders**

Sean Thouvenot it is water over the bridge so to speak now but, the School District needs to STOP building/expanding all of their school buildings in the Center or older part of town. The District is larger than that..

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

**Above Comment was a reply to the following**

**Sean Thouvenot**

Probably should throw in some \$\$ to fix the Hwy N /FR168 crossing. Wrecks often happen and it's a matter of time before someone else is killed. Easy fix too, cut about 5 feet of the hilltop off, grade the ditches, pave it and all done. Also cutting off access to MM from 168 is a bad idea. That will just congest main and Hwy 174

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 6d

**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/21/2022

**Received through:** Facebook


**Contact Name:** Sharron Schellman, Arthur Allen Black, Dean Rhodes

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...  
OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. MoDOT Southwest Missouri City of Republic, Missouri  
<https://hwmmraise.questionpro.com/>



MESSENGER  
**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE... [Send message](#)

3,250	628	—
People reached	Engagements	Distribution score

[Boost again](#)

### Facebook Comment

**Sharron Schellman**  
I didn't visualize this very well. Will it get rid of the awful , death defying necessity when pulling off I 44 and onto MM where you have to basically gun it and pray noone is coming?  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d [3](#)

**Arthur Allen Black**  
**Sharron Schellman**, hopefully that's part of it  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 19h [1](#)

**Sharron Schellman**  
**Arthur Allen Black** I dont have an answer as to how to fix that but I sure hope someone does.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 19h [1](#)

**Arthur Allen Black**  
**Sharron Schellman**, when it goes to 5 lanes, I'd think they'd have to put in a signal there.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 19h [2](#)

**Dean Rhodes**  
**Sharron Schellman** it's tuff. Even in a sunny where you sit up higher. You just can't see what's coming.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 11h [2](#)

**Ozarks Transportation Organization**  
Dean Rhodes Sharron Schellman Arthur Allen Black Thank you all for your comments and inquiries. Please see this webpage for more information:  
<https://www.ozarkstransportation.org/highway-mm-corridor...> There will be a community meeting held February 28th from 6:00-8:00pm at the Republic Community Center. This is a time to visit with the project team to find out more details. You can also leave a comment for the project team through that webpage, as well. Thanks!  
[Like](#) [Reply](#) 4m [Edited](#)



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Dalton Swindle


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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri](https://hwymmraise.questionpro.com/)  
<https://hwymmraise.questionpro.com/>



MESSANGER

**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...


Send message

3,827 People reached   758 Engagements   — Distribution score

Boost again


### Facebook Comment

**Dalton Swindle**  
The I-44 off ramp has been an issue for my family since moving to the area. Cars exiting the highway from both directions have a difficult time seeing oncoming traffic that are traveling MM highway. I have personally had semi-trucks and cars pull out in front of me where I have to slam on my brakes to avoid a collision. Also, planned infrastructure is typically poor and does not generally include all modes of transportation. Including pedestrian traffic, bicycles, future transit (bus, light rail), etc. I have personally seen many projects not include adequate sidewalk infrastructure. In addition, on street bicycle lanes are a pointless project. Bicycles ultimately need its own protected lane away from traffic. As a planned arterial road, I can see it being difficult to incorporate all modes of transit. However, places like the Netherlands, and other European countries has successfully constructed such road infrastructure in multi-use/commercial districts. The following area in my opinion will sprawl out to be a heavily developed area and needs strategic transportation planning for the coming years.



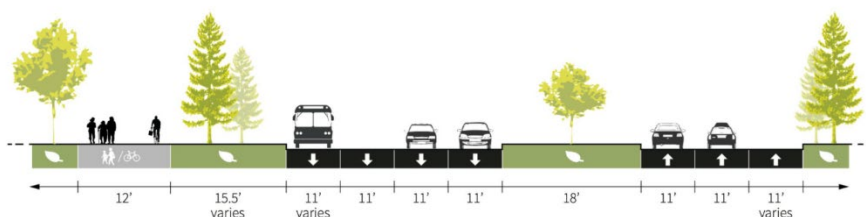
Like Reply Hide Send Message 16h

**Author**  
**Ozarks Transportation Organization**  
Dalton Swindle Thank you for your comment and the information. Please share this with the project team at <https://hwymmraise.questionpro.com/>.

 [HWYMMRAISE.QUESTIONPRO.COM](https://hwymmraise.questionpro.com/)  
Highway MM Corridor RAISE Grant | Highway MM Corridor...

### Graphic included by D.Swindle

AFTER







## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/26/2022

**Received through:** Facebook

**Contact Name:** Jeffrey Peeters

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

### OTO's Original Posting

Ozarks Transportation Organization  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. MoDOT Southwest Missouri City of Republic, Missouri <https://hwymmraise.questionpro.com/>

MESSANGER  
Highway MM Corridor RAISE Grant | Highway MM Corridor RAISE...

3,827 People reached   758 Engagements   — Distribution score

### Facebook Comment

Jeffrey Peeters

Dalton Swindle I called MODOT the first time I exited said ramp & thought I was being helpful in reporting the death-trap. Was told to deal with it. I never use that exit

Like Reply Hide Send Message 3d

### Above Comment was a reply to the following

Dalton Swindle

The I-44 off ramp has been an issue for my family since moving to the area. Cars exiting the highway from both directions have a difficult time seeing oncoming traffic that are traveling MM highway. I have personally had semi-trucks and cars pull out in front of me where I have to slam on my brakes to avoid a collision. Also, planned infrastructure is typically poor and does not generally include all modes of transportation. Including pedestrian traffic, bicycles, future transit(bus, light rail), etc. I have personally seen many projects not include adequate sidewalk infrastructure. In addition, on street bicycle lanes are a pointless project. Bicycles ultimately need its own protected lane away from traffic. As a planned arterial road, I can see it being difficult to incorporate all modes of transit. However, places like the Netherlands, and other European countries has successfully constructed such road infrastructure in multi-use/commercial districts. The following area in my opinion will sprawl out to be a heavily developed area and needs strategic transportation planning for the coming years.





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Ray Moffitt

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...

OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri](https://hwymmrise.questionpro.com/)  
<https://hwymmrise.questionpro.com/>

MESSANGER  
**Highway MM Corridor RAISE Grant**  
| Highway MM Corridor RAISE...

3,827 People reached   758 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment

**Ray Moffitt**  
Jeffrey Peeters to much crown on the bridge but what do we know about safety. We are not educated engineers, just everyday drivers. Notice they ask for input then tell you to go to the meeting

Like Reply Hide [Send Message](#) 1d

### Above Comment was a reply to the following

**Jeffrey Peeters**  
Dalton Swindle I called MODOT the first time I exited said ramp & thought I was being helpful in reporting the death-trap. Was told to deal with it. I never use that exit

Like Reply Hide [Send Message](#) 3d

**Dalton Swindle**  
The I-44 off ramp has been an issue for my family since moving to the area. Cars exiting the highway from both directions have a difficult time seeing oncoming traffic that are traveling MM highway. I have personally had semi-trucks and cars pull out in front of me where I have to slam on my brakes to avoid a collision. Also, planned infrastructure is typically poor and does not generally include all modes of transportation. Including pedestrian traffic, bicycles, future transit(bus, light rail), etc. I have personally seen many projects not include adequate sidewalkinfrastructure. In addition, on street bicycle lanes are a pointless project. Bicycles ultimately need its own protected lane away from traffic. As a planned arterial road, I can see it being difficult to incorporate all modes of transit. However, places like the Netherlands, and other European countries has successfully constructed such road infrastructure in multi-use/commercial districts. The following area in my opinion will sprawl out to be a heavily developed area and needs strategic transportation planning for the coming years.



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Joey Wright/DShawn Banwart/Kathi Fasching

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 17 at 11:21 AM · 🌐

Public input requested...  
OTO is seeking public input on the proposed grant application "Highway MM Corridor of Opportunity" in Republic, MO. Providing your comments help shape the future road plans. If you drive, walk, bicycle, or own a business along Highway MM from I-44 to US 60, we would love to hear from you! Follow the link below to submit your comments. [MoDOT Southwest Missouri City of Republic, Missouri](https://hwymmraise.questionpro.com/)  
<https://hwymmraise.questionpro.com/>



**HIGHWAY MM**  
CORRIDOR OF OPPORTUNITY

MESSANGER  
Highway MM Corridor RAISE Grant  
| Highway MM Corridor RAISE...

3,827 People reached 758 Engagements — Distribution score [Boost again](#)

### Facebook Comment Thread


**Joey Wright**  
Widen the fkn road. 🍌 5

[Like](#) [Reply](#) [Hide](#) 1w

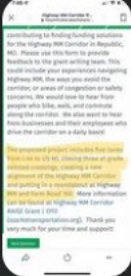
**DShawn Banwart**  
**Joey Wright** read the link. That is what they are trying to do! 🍌 1

[Like](#) [Reply](#) [Hide](#) 1w

**Joey Wright**  
**DShawn Banwart** I skimmed it. 🍌 ...




**DShawn Banwart**  
**Joey Wright**



[Like](#) [Reply](#) [Hide](#) 1w

**Joey Wright**  
**DShawn Banwart**



**Tenor**

[Like](#) [Reply](#) [Hide](#) 1w

**Kathi Fasching**  
**Joey Wright** the point is "how much f'ing wider do you want it?" 10 lanes with a double roundabout?



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Jeffrey L Dryden

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

### Facebook Direct Message

Corridor RAISE Grant - Web Survey Tools



Improve visibility when merging from the 44 off ramps onto MM. straighten some of the curves as well as improving the one before the RR tracks approaching 60.

8:32 AM

Thank you for your comment. Please share this information with the project team at <https://hwymmrise.questionpro.com/>. Thank you!





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Ann Elizabeth Compton/Gabrielle Poole

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

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...



The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.



[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)





Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment Thread

 **Ann Elizabeth Compton**  
Is there any way a graphic of the proposed change could be seen before?  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 3d  2

 **Gabrielle Poole**  
**Ann Elizabeth Compton** it's on their webpage. Click on the link and then the webpage from that link. Scroll down. There's a few. 😊 I had to dig too!  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 32m  1

 **Author**  
**Ozarks Transportation Organization**  
**Ann Elizabeth Compton** Thank you for the inquiry. Please visit this webpage for more information: <https://www.ozarkstransportation.org/highway-mm-corridor....> Also, the community open house will be a great time to visit with the project team to receive more details or you can leave a comment for the project team through the website listed above.

 **OZARKSTRANSPORTATION.ORG**  
**Highway MM Corridor RAISE Grant | OTO**  
[Like](#) [Reply](#) [Remove Preview](#) 1m



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Diana Chiles Shoemaker/Ethel Styron

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

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

You are invited...

The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.

[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)


**PLEASE GIVE YOUR**  
**Opinion**  
Highway MM  
Community  
Meeting

Monday  
February 28  
6 - 8 PM


  
OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION


Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment Thread


 **Diana Chiles Shoemaker**  
I am also interested in the accident stats before and after the roundabout was put in at Republic Road in front of the high school.  
👍 4

Like Reply Hide 1w

 **Author**  
**Ozarks Transportation Organization**  
Diana Chiles Shoemaker Thank you for your inquiry. To leave a comment or question for the project team please visit:  
<https://www.ozarkstransportation.org/highway-mm-corridor....> Thank you!

 **OZARKSTRANSPORTATION.ORG**  
Highway MM Corridor RAISE Grant | OTO

Like Reply Remove Preview 1w 🗨️ 1

 **Ethel Styron**  
Diana Chiles Shoemaker me to. I hate roundabouts ,!!

Like Reply Hide Send Message 2d



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Betty Salchow Stark

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

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐


You are invited...

The OTO is partnering with MoDOT Southwest Missouri and City of Republic, Missouri to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.

[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)

**PLEASE GIVE YOUR**  
**Opinion**  
Highway MM  
Community  
Meeting

Monday  
February 28  
6 - 8 PM

  
OZARKS  
TRANSPORTATION  
ORGANIZATION  
A SUBORGANIZATION OF JOHNSON ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

**Betty Salchow Stark**  
Praying you don't take too much of 1stBaptist Brookline's parking lot!!

Like Reply Hide Send Message 13h 1

**Author**  
**Ozarks Transportation Organization**  
Betty Salchow Stark Thank you for your comment.

Like Reply 25m





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/24/2022

**Received through:** Facebook

**Contact Name:** Randy Fowble

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

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐


You are invited...

The OTO is partnering with [MoDOT Southwest Missouri](#) and [City of Republic, Missouri](#) to prepare a RAISE Grant application for the Highway MM Corridor from I-44 to US 60. The OTO will be hosting a community open house, along with MoDOT, where individuals will have an opportunity to learn about the RAISE Grant proposal and offer input. In addition, MoDOT and Olsson, Engineering Consultants, will be presenting the Greene County Highway MM/ZZ Corridor Study and proposed road alignments for the MM realignment. The community open house will be Monday, February 28th from 6:00 pm-8:00 pm at the Republic Community Center, Community Rooms A & B, 711 E. Miller Road, Republic.

[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)



Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

 **Randy Fowble**  
Dawn Bradleycheck with Lisa or Renee if this interest us  
???

Like Reply Hide [Send Message](#) 5d





## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Shakey Simmons

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

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

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[www.ozarkstransportation.org/highway-mm-corridor-raise-grant](http://www.ozarkstransportation.org/highway-mm-corridor-raise-grant)


PLEASE GIVE YOUR  
**Opinion**  
Highway MM  
Community  
Meeting

Monday  
February 28  
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OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment

 **Shakey Simmons**  
...

Like Reply Hide 1w



## PUBLIC COMMENT



**Area of concern:** Highway MM Corridor

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Natalie Scheuber

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

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 17 at 11:08 AM · 🌐

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OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Republic Community Center, Community Rooms A & B  
711 E. Miller Rd., Republic, MO

### Facebook Comment

 **Natalie Scheuber**  
**Greg Scheuber**

Like Reply Hide 1w

# **I-44 INFRA Grant Facebook Boosted Posts Public Comments**





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/27/2022

**Received through:** Facebook

**Contact Name:** Justin Haase

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

**WWW.FIXI44.COM**

**You're Invited!**

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization** Send message

### Facebook Comment

**Justin Haase**

I could support 70mph far left lane and 60 for the right two in this zone. I've been to 49 states and seen anything from unlimited Montana back in the day to speed traps on an interstate. I-44 is busy enough to support a 70mph far left lane and a 60mph middle and right lane. I've driven it as someone hauling a load from republic to Strafford...and the left lane now makes you feel like you are a burden despite the fact you aren't exiting locally... and the left with a load is a constant point of stress as on-ramps approach.

Like Reply Hide Send Message 11h 1

**Author**

**Ozarks Transportation Organization**  
**Justin Haase** Thank you for your comment. Please share this with the project team, as well at <https://fixi44.questionpro.com/>.

**FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**

Like Reply Remove Preview 17m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/16/2022

**Received through:** Facebook

**Contact Name:** Dale Fisher Milam

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

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

WWW.FIXI44.COM

*You're Invited!*

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Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO


**Tuesday, March 1, 2022 4:30-6:30 pm**


SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!




Ozarks Transportation Organization  Send message



 **Dale Fisher Milam**  
Expand I-44 to 6 lanes around Springfield. This has been needed for decades

Like Reply Hide 1w  7

 **Ozarks Transportation Organization**  
Dale Fisher Milam Thank you for your comment. For more information about the proposed project, please visit <https://www.ozarkstransportation.org/fix-i-44....>

 **OZARKSTRANSPORTATION.ORG**  
Fix I-44 INFRA Grant Application | OTO

Like Reply Remove Preview 1w

 **Dale Fisher Milam**  
Hope I am able to make it  1

Like Reply Hide 1w





# PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Evan Neal

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

## OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

**WWW.FIXI44.COM**

**You're Invited!**

**COMMUNITY MEETING**


Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

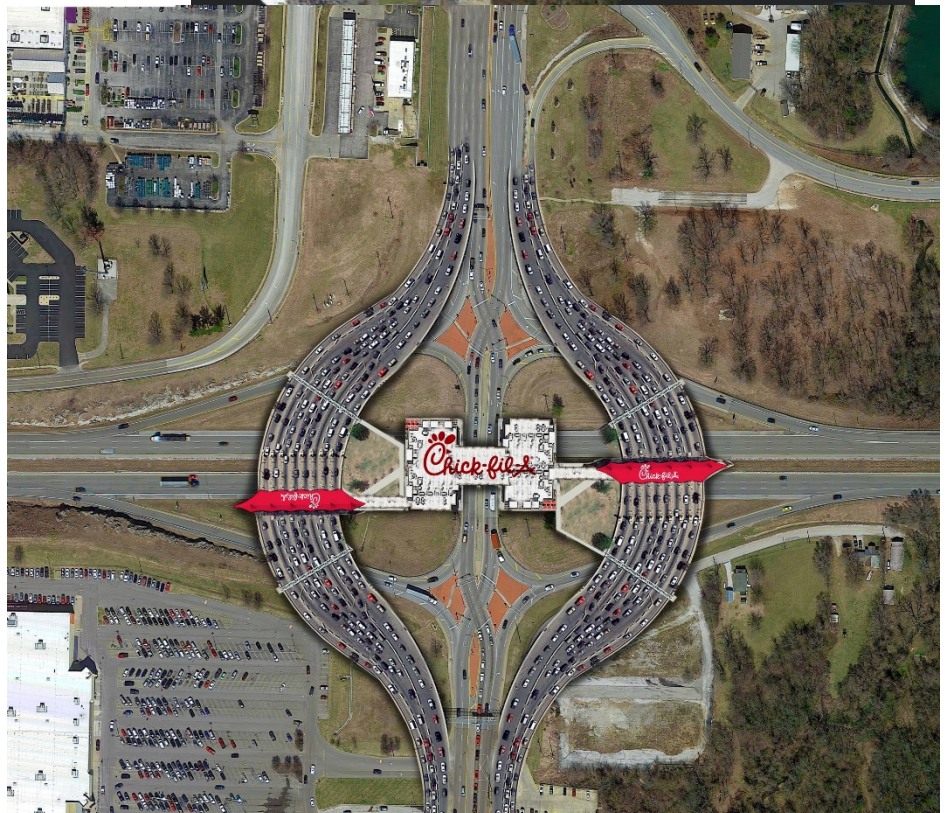

**Tuesday, March 1, 2022 4:30-6:30 pm**

SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization**  Send message

## Facebook Comment

 **Evan Neal**  
I'd like to submit my formal proposal for Highway 13 and I44.... Pros: Large amounts of traffic would be managed very efficiently.... Cons: May attract more traffic to the area than previously estimated.





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Dustin Tinsley

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
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WWW.FIXI44.COM

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Library Station, Frisco Room  
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Springfield, MO

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SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization**

### Facebook Comment

**Dustin Tinsley**  
So here we go again fixing something that's not broke. How about fix all traffic lights, and other roads that actually need repaired .

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 3d 2

**Ozarks Transportation Organization**  
Dustin Tinsley Thank you for your comment. To view one project list for the OTO MPO area, please visit <https://www.ozarkstransportation.org/what.../stip-priorities>.

**OZARKSTRANSPORTATION.ORG**  
Statewide Transportation Improvement Program Prioriti...

[Like](#) [Reply](#) [Remove Preview](#) 1w

**Dustin Tinsley**  
**Ozarks Transportation Organization**  
Nothing to view.  
Nothing needs to be fixed.  
Quit wasting tax payers money on crap that don't need to be done and 9 years ago when you did do something and everyone said it wouldn't work, look where we are at. trying to fix your screw up.

[Like](#) [Reply](#) [Hide](#) 1w 1





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Robert DelMar

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

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
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[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

**COMMUNITY MEETING**


Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO


**Tuesday, March 1, 2022 4:30-6:30 pm**


SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!



Ozarks Transportation Organization 

 **Robert DelMar**  
Dustin Tinsley like they just built the diamond interchange in 2009 and they want to do something different. Maybe they should do studies before building roads that don't work

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Author**  
**Ozarks Transportation Organization**  
Robert DelMar Thank you for your comment. The community meeting that will be held March 1st from 4:30-6:30pm at the Library Station may be of interest. Here the project team could share current traffic study data.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Eric Carden

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

### OTO's Original Posting

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
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[WWW.FIXI44.COM](http://WWW.FIXI44.COM)

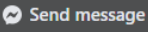
**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO


**Tuesday, March 1, 2022 4:30-6:30 pm**


SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!





**Ozarks Transportation Organization** 

### Facebook Comment

 **Eric Carden**  
Ozarks Transportation Organization would you like a list of actual roads and streets that need attention?

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h  3

 **Author**  
**Ozarks Transportation Organization**  
Eric Carden Thank you for your inquiry. Public input is vital to the planning process. If you have suggestions or concerns, please visit our "Give Us Your Input" page at <https://www.ozarkstransportation.org/give-us-your-input>. There are various ways to share your thoughts. Thank you!

 **OZARKSTRANSPORTATION.ORG**  
**Give Us Your Input | OTO**

[Like](#) [Reply](#) [Remove Preview](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Nerissa King

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

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SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!

**Ozarks Transportation Organization** [Send message](#)

### Facebook Comment

**Nerissa King**  
Can't make meeting 😞

Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** You can still share your comments or questions with the project team through the comment cards on the website [www.FixI44.com](http://www.FixI44.com). The project team would appreciate the feedback.

**OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

Like Reply Remove Preview 1w

**Nerissa King**  
Are you going to be purchasing homes? Part of Evergreen I'm speaking about is in between Grant Broadway. I literally can look out my kitchen window and there it is I-44.

Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** Please fill out a comment on the website [www.FixI44.com](http://www.FixI44.com) so the team can respond or direct message u email address. Thank you.

**OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

**Nerissa King**  
Ozarks Transportation Organization I have.

Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** Thank you!!

Like Reply 1w

**Nerissa King**  
I-44 is already a noise nuisance. I live on Evergreen Street I can look at my control and do and see I-44. I have a 12 in soundproof wall on the front of my house and I can still hear the noise from I-44 and my back bedroom. If it turns into six planes... See more

Like Reply Hide 1w

**Author**  
**Ozarks Transportation Organization**  
**Nerissa King** These are great questions. Please fill out the comment card on the website [www.FixI44.com](http://www.FixI44.com) with your questions for the project team. Or, direct message us with your email address so the project team can answer your questions. Thanks!

**OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

Like Reply Remove Preview 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 03/01/2022

**Received through:** Facebook

**Contact Name:** Steven L Reed

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

### OTO's Original Posting

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February 16 at 10:42 AM · 🌐

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WWW.FIXI44.COM

*You're Invited!*

**COMMUNITY MEETING**

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**


SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!




Ozarks Transportation Organization

 Send message

### Facebook Comment

 **Steven L. Reed**  
Will it be a wise use of taxpayer money?

Like Reply Hide [Send Message](#) 12h

 **Ozarks Transportation Organization**  
Steven L. Reed Thank you for your comment.

Like Reply 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022

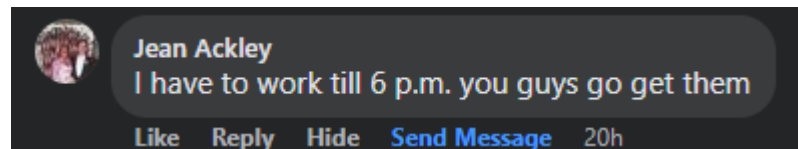
**Received through:** Facebook

**Contact Name:** Jean Ackley

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

### OTO's Original Posting

### Facebook Comment







## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Aaron Lance

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

### OTO's Original Posting

### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:42 AM · 🌐

**FIX I-44**  
You are invited...

The Ozarks Transportation Organization, in partnership with MoDOT Southwest Missouri, Greene County, Missouri, and City of Springfield, MO - Connect with SGF, is committed to making capacity improvements on I-44. The OTO is preparing a grant application to help fix I-44 on the northside of Springfield. OTO will be hosting a community open house where community members will have an opportunity to learn about the grant proposal and visit with project team leaders. The Community Open House will be held Tuesday, March 1, 2022 from 4:30 pm to 6:30 pm at the Library Station's Frisco Community Room. For more details, please visit [www.FixI44.com](http://www.FixI44.com).

[WWW.FIXI44.COM](http://WWW.FIXI44.COM)


**You're Invited!** **COMMUNITY MEETING** 

Library Station, Frisco Room  
2535 N Kansas Expressway  
Springfield, MO

**Tuesday, March 1, 2022 4:30-6:30 pm**  
SHARE YOUR EXPERIENCE, HELP SHAPE YOUR COMMUNITY'S FUTURE!



Ozarks Transportation Organization 

 **Aaron Lance**  
John 5:39-47  
Jesus

39 Search The Scriptures; for in them ye think ye have  
Eternal life: and they are they which Testify Of Me  
40 And ye will not Come To Me, that ye might have life  
41 I Receive not honor from men  
42 But I Know you, that ye have not The Love Of God in  
you  
43 I Am Come In My Father's Name, and ye receive Me  
not: if another shall come in his own name, him ye will  
receive  
44 How can ye believe, which receive honor 1 of another,  
and seek not The Honor That Comes From God Only  
45 Do not think that I Will accuse you to The Father:  
there is 1 that accuses you, even Moses, in whom ye trust  
read Jesus Word, hear Him  
Repent, Be Baptized. Beleive In Christ. The Kingdom Of  
Heaven Is At Hand, watch and pray

Like Reply Hide 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/16/2022

**Received through:** Facebook

**Contact Name:** J.L. Anderson

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

### Facebook Direct Message

Wednesday 7:36pm

Grant - Enterprise Survey Software

To reduce congestion at 13 and 44, out ramps in at Grant Street and I-44 and National Avenue and I-44. Due to increased local traffic and Fairgrounds traffic, both of these ramp additions are bound to lesson the congestion at 44 and 13. Thank you.



[Create appointment](#)



The word "out" should be "off and on" ramps.



9:33 AM

Thank you for your comment. Public input is vital to the planning process. Please visit the [www.FixI44.com](http://www.FixI44.com) page to leave comments that will go directly to the project team. Also, on this page is information regarding a community meeting which would be a great time to visit with the project team and share your ideas. Thank you, again!







## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Randy Baker

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

### Facebook Direct Message

8:24 AM

Randy Baker replied to a post.

I-44 doesn't need fixed, it's good...just needs expanded...



65 is 3-4 lanes wide...yet not as busy as I-44 which in many places is still 2 lanes

9:31 AM

Thank you for your comment. Public input is vital to the planning project. The core of the project is to widen I-44 between Route 13 (Kansas Expressway) to US 65. Please visit [www.FixI44.com](http://www.FixI44.com) for more information and to leave comments that will go directly to the project team. Also, there is information on this page about a community meeting for the project. Thank you!

Thanks no plan up to Kansas coming into town from the west where the trucks are so congested? Odd Good luck Truck traffic is going to increase volumiously



That section is a priority, as well. Local funding match is a requirement for the grant and at this time there are not enough funds to match to get that segment completed. Staff are continuing to look for funding opportunities to complete that section. The project team that will be at the community meeting on March 1st at the Library Station will be able to provide more details. Thank you!

Create appointment



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** John Saunders

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

### Facebook Direct Message

John Saunders replied to a post.

Do you have a Proposal map of where New roads and any overpasses, if any might be ?



John Saunders

9:16 AM

Good morning!

The website [www.FixI44.com](http://www.FixI44.com) has a lot of information. There is map of the project boundaries on the main page. There is also a link under the heading "Project Boundaries" that links to a full project map. Hopefully this will provide the information you are looking for. There will be a community open house Tuesday, March 1st from 4:30 pm - 6:30 pm at the Library Station Frisco Community Room. There will be representatives of the project team there to answer any questions you may have. Thanks!

Ok, Thanks !

However I was wanting info about Statehighway MM and US 60 in the Republic area, the I-44 is needed too.



So sorry! Here is a link to the MM Corridor page <https://www.ozarkstransportation.org/highway-mm-corridor-raise-grant>. It provides a link to a proposed project improvement map. This may provide the information you are looking for. The community open house for this project will be Monday, February 29th from 6:00pm - 8:00pm at the Republic Community Center, Rooms A & B. Thank you!





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Steven Wilcox

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

### Facebook Direct Message



I travel I-44 from Kansas expwy Dailey to 65 then to Ozark! I believe I-44 should be widened to 3 lanes east and west bound

11:20 AM

Thank you for your comment. Please leave a comment for the project team through the following website: [https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ\\_RYTVAvVmTPgZJqmALjZ2lsJuMLAWrwK5rfYNArwtA8-IYrSU](https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ_RYTVAvVmTPgZJqmALjZ2lsJuMLAWrwK5rfYNArwtA8-IYrSU)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022

**Received through:** Facebook

**Contact Name:** Rusty Swift

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

### Facebook Direct Message



Widening to 3 lanes would help prevent the congestion that happens so frequently. I would think it would help adding the extra lanes west to Chestnut Expressway or maybe MM? Traffic counts may not suggest it, but when driving west, traffic is always busy until beyond those exits.



11:01 AM

Thank you for your inquiry. The project team would appreciate your comments. Please follow this link to leave them a comment: [https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ\\_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rfYNArwtA8-iYrSU](https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rfYNArwtA8-iYrSU). Thank you!



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022

**Received through:** Facebook

**Contact Name:** Brett Franklin

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

### Facebook Direct Message



Widen to 3 lane, but add fly over interchange at hwy13

11:18 AM

Thank you for your comment. Please leave a comment for the project team through the following website: [https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ\\_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rYNArwtA8-iYrSU](https://fixi44.questionpro.com/?fbclid=IwAR1slzfZpJ_RYTVAvVmTPgZJqmALjZ2IsJuMLAWrwK5rYNArwtA8-iYrSU)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022

**Received through:** Facebook

**Contact Name:** Robert DelMar

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

### Facebook Direct Message

Mon 7:07 AM



would it benefit the community if we brought back a street car system?

11:07 AM

Thank you for your question. This question will be shared with our Board of Directors and Technical Planning Committee. Thank you!



I know we aren't Kansas City but I know the benefits of having their street are there and it allows the downtown area to get more foot traffic, and cuts down on parking issues. It just seems like it would pay for itself in the long run.



I'm sure there are studies from the KC Street car and the benefits

They would be a good resource. I will include this information, as well. Thank you!



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/23/2022

**Received through:** Facebook

**Contact Name:** Troy Clements

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

### *Facebook Direct Message*



Redo division between national and glenstone they keep patching and it keeps coming out it's rough on vehicle

Thu 7:53 AM

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





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/26/2022

**Received through:** Facebook

**Contact Name:** Rusty Puckett

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

### Facebook Direct Message



I have been traveling 44/13 to 65 east of Spfd for over 33+ years.... I believe 6 lane's is just a temporary fix. I believe 8 lanes will be a long time fix and make the travel so much safer. The off/on ramps are still not long enough for safety purposes. Thank you for trying to fix this problems.

8:39 AM

Thank you for your comment. Public input is vital to the planning process. If you have not already, please share this information with the project team, as well at <https://fixi44.questionpro.com/>. Thank you!



## PUBLIC COMMENT



**Area of concern:** I-44 to Joplin and St. Louis

**City/County of concern:** Outside OTO MPO area

**Date received:** 02/28/2022

**Received through:** Facebook

**Contact Name:** Robert Stephens

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

### Facebook Direct Message

Robert Stephens replied to a post.



Public input request re I-44: This highway definitely needs to be expanded, not only between Kansas Expwy and 65, but all the way from St Louis to Joplin.



Thank you for your comment. The Ozarks Transportation Organization's boundary area does not include the portions to Joplin and St. Louis. The OTO MPO area includes Christian and Greene County and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. Please contact MoDOT with any questions, suggestions, or concerns for the portions located outside of this area. Here is a link to the OTO MPO area map, it is at the bottom of the page: <https://www.ozarkstransportation.org/our-resources/maps>.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/16/2022

**Received through:** Facebook


**Contact Name:** Mark Riddle/M.Hayes/Tim Diaz

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
23h · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

347 People reached   65 Engagements   — Distribution score   [Boost again](#)


### Facebook Comment Thread

**Mark Riddle**  
I-44 from west Chestnut east to Mulroy on the east side of Springfield both directions needed attention long before JRF did but remember I-44 is going thru the north side of Springfield. Also the intersection of I-44 and Mo-13 needs a overhaul !!! Traffic coming into and leaving Springfield is a night mare early mornings- evenings and especially Friday evenings leaving town with traffic tied up by bumper to bumper traffic all the way back south to Kearney St on north Kansas Expressway .

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 12h Edited  2


The comment Ozarks Transportation Organization is replying to has been deleted.

**Author**  
**Ozarks Transportation Organization**  
**Jeremy Wilcox** Thank you for your input. The flow of traffic has shifted in that area over the years. Please visit [www.North13Study.com](http://www.North13Study.com) to leave comments for the study team.

 **OZARKSTRANSPORTATION.ORG**  
**North Hwy 13 Corridor Study | OTO**

[Like](#) [Reply](#) [Remove Preview](#) 39m

**Mark Riddle**  
**Mykhael Hayes** one would think that with MoDot Headquarters near by that bridge and all the vehicles MoDot has that travel over that bridge on Kearney St. that they would actually notice how bad the road surface really is!!!! Guess MoDot and its employees do not notice it or just ignore it hoping it will go away!!!! Just saying! Ranks right up there on priorities with pothole repair that lacks for the last 2 years which includes the city public works too!!!! JMO!!!!

[Like](#) [Reply](#) [Hide](#) 1w  2



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/16/2022

**Received through:** Facebook

**Contact Name:** Mykhael Hayes


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

### OTO's Original Posting

### Facebook Comment

**Ozarks Transportation Organization**  
23h · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

**347** People reached   **65** Engagements   **—** Distribution score   [Boost again](#)

**Mykhael Hayes**  
Mark Riddle the kearney st bridge over 65 is embarrassing. Whole thing needs torn down and rebuilt. [Like](#) [Reply](#) [Hide](#) 1w [3](#)

**Ozarks Transportation Organization**  
Mykhael Hayes Thank you for your comment. [Like](#) [Reply](#) 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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


**Date received:** 02/28/2022

**Received through:** Facebook


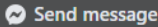
**Contact Name:** Tim Diaz

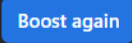
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### OTO's Original Posting






 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF







 **Fix I-44 INFRA Grant...** 

13,854 People reached   2,181 Engagements   — Distribution score   

### Facebook Comment

 **Tim Diaz**  
Mark Riddle nothing but a cobble stone highway with all the potholes and asphalt patches and repairs.lol  
    18h

**Above Comment was a reply to the following**

 **Mark Riddle**  
I-44 from west Chestnut east to Mulroy on the east side of Springfield both directions needed attention long before JRF did but remember I-44 is going thru the north side of Springfield. Also the intersection of I-44 and Mo-13 needs a overhaul !!! Traffic coming into and leaving Springfield is a night mare early mornings- evenings and especially Friday evenings leaving town with traffic tied up by bumper to bumper traffic all the way back south to Kearney St on north Kansas Expressway .  
   1w Edited   15



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

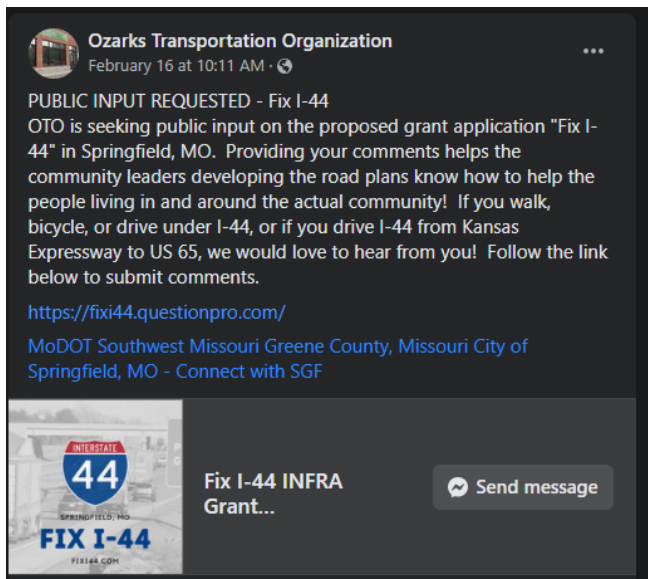
**Date received:** 02/27/2022

**Received through:** Facebook

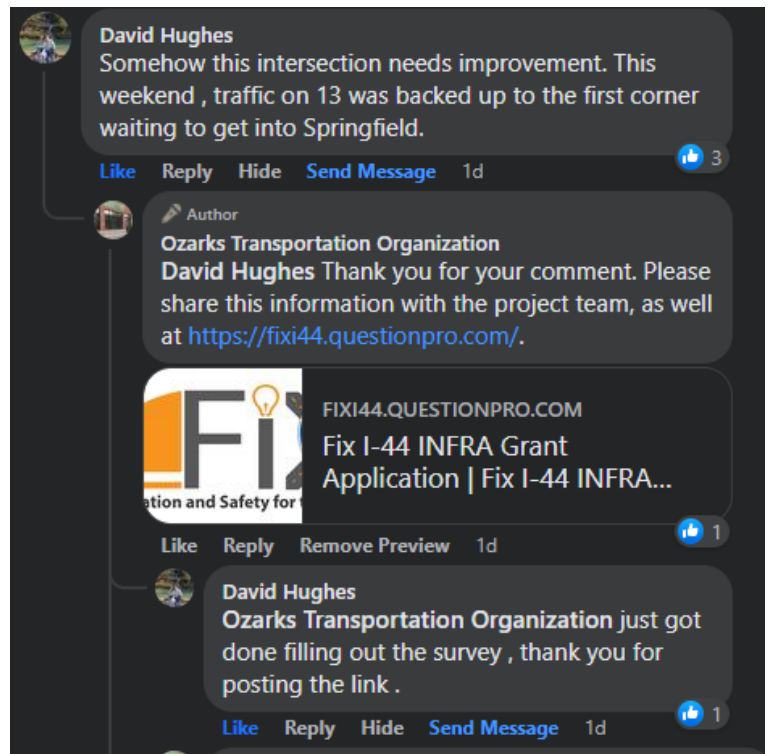
**Contact Name:** David Hughes

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

### OTO's Original Posting



### Facebook Comment





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Gratr

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

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Serrel White Eagle

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


### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Serrel White Eagle**  
I-44 & 13 north & south every day is a backed up mess. Do you all ever get out & look at the messes you've created??

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Ozarks Transportation Organization**  
**Serrel White Eagle** Thank you for your comment.

[Like](#) [Reply](#) 1m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022

**Received through:** Facebook


**Contact Name:** Dan and Jenni Dawson

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

### OTO's Original Posting


**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** [Send message](#)


1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment

 **Dan AndJenni Dawson**  
I44 should have been 6 lanes years ago. But the monies went to improve 65 so we attract tax dollars and make a good impression on those headed to Branson. As a truck driver, the diverging diamond from 13 is a hassle in all directions. It's really a pain driving north or south with a long trailer and almost as bad driving on I44. Some states have a traffic signal at on ramps so potential accidents are less likely. There are drivers in my company that will look for other ways into Springfield from the north rather than deal with the diverging diamond at 44 and 13.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h  2

 **Ozarks Transportation Organization**  
**Dan AndJenni Dawson** Thank you for this information. There is currently a study being done for the North Highway 13 Corridor and the Hwy13/I-44 intersection. The goal of this study is to identify improvements to the existing interchange or identify alternative interchange designs. The project team for this study would appreciate your input. Please visit <http://north13study.com/> for more information and to leave comments for the project team.

 **OZARKSTRANSPORTATION.ORG**  
**North Hwy 13 Corridor Study | OTO**



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022


**Received through:** Facebook

**Contact Name:** Ray Bailey


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

### OTO's Original Posting


### Facebook Comment


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

 **Ray Bailey**  
Ozarks Transportation Organization I like the diverging diamonds. I never had a problem with them and was a driver for over 20 years. But the speed limits are ver antiquated in Springfield. There are larger cities with faster speed limits. I think traffic has moved better than it has since I moved here 30 years ago. People have been speeding on 65 and 60 with no problems since Covid and traffic is moving smoother than ever.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 13h  1

 **Author**  
Ozarks Transportation Organization  
Ray Bailey Thank you for your comment.

[Like](#) [Reply](#) 29m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Michael Reynolds

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

**5,942** People reached **1,237** Engagements **—** Distribution score [Boost again](#)

Boosted on February 16 at 11:57 AM **Finishes in 9 days**  
By Ozarks Transportation


People reached	<b>5.2K</b>	Post Engagements	<b>235</b>
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[View results](#)

👍👎 41 68 Comments 17 Shares

### Facebook Comment

**Michael Reynolds**  
**Ozarks Transportation Organization** moving traffic around will make safer construction zones and will probably make construction time faster  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 12h

 **Author**  
**Ozarks Transportation Organization**  
Michael Reynolds Thank you for your comment.  
[Like](#) [Reply](#) 1m

**Michael Reynolds**  
**Ozarks Transportation Organization** I've lived here since 1985, I-44 should be six lanes from just east of Strafford to about the 67 mile marker west of Springfield Traffic is horrible and will only get worse with population increase every year you can easily divert thru traffic around by using 65 and James river exp.  
[Like](#) [Reply](#) [Hide](#) 1w 4



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Greg Jewell


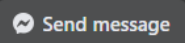
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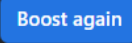
### OTO's Original Posting


### Facebook Comment






 **Ozarks Transportation Organization**  
6d · 🌐



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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF



 **Fix I-44 INFRA Grant...** 

5,127 People reached    1,063 Engagements    — Distribution score    

 **Greg Jewell**  
Ozarks Transportation Organization as a former OTR driver, I actually like the diverging diamonds. The only problem was people that went through the wrong side or nervous people taking up more than their lane. And IMO, traffic is heavier on James River Exp and 65 during peak times.

    1d  1

  **Author**  
**Ozarks Transportation Organization**  
Greg Jewell Thank you for your comment.

  1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022

**Received through:** Facebook

**Contact Name:** Sheila Amyx Neff

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

### OTO's Original Posting

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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

**Fix I-44 INFRA Grant...** [Send message](#)

### Facebook Comment

**Sheila Amyx Neff**  
Ozarks Transportation Organization the link doesn't open for me.  
Like Reply Hide 1w

**Author**  
Ozarks Transportation Organization  
Sheila Amyx Neff I will send you a message.  
Like Reply 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Rusty Harris


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

### OTO's Original Posting


### Facebook Comment


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
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 **Rusty Harris**  
I44 should be 6 lanes from 744 to James River. At least if they are going to expand, PLAN for the future instead of letting it get bottled up in 20 years or less. Also, James River needs to be 6 lanes between 65 & FF.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 11h  1

 **Author**  
**Ozarks Transportation Organization**  
Rusty Harris Thank you for your comment.

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/19/2022

**Received through:** Facebook

**Contact Name:** Mike Young

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

### OTO's Original Posting

### Facebook Comment

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**Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

**Mike Young**  
Too many good people have perished on this stretch of Highway already. Why has it taken so long? [Like](#) [Reply](#) [Hide](#) 1w [2](#)

**Author**  
**Ozarks Transportation Organization**  
**Mike Young** Thank you for your comment. [Like](#) [Reply](#) 1w





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/18/2022


**Received through:** Facebook

**Contact Name:** Genny Seaburn Sexton


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

### OTO's Original Posting


### Facebook Comment


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PUBLIC INPUT REQUESTED - Fix I-44  
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 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

 **Genny Seaburn Sexton**  
I have filled out both surveys, added comments about the horrid conditions trying to commute 1 mile from the north side of I-44 to the south side of it, and yet have never received a confirmation or follow up. I own a business 1 mile north of the interstate off of 13 Hwy and a farm in which both utilize this corridor. I remember when you did the "first diverging diamond in the nation" there, and said if this isn't big enough, we will come back and expand the bridge. That's been how many years and traffic is still backed up for MILES! I blame your signal coordinator for a lot of that! They need to camp their arses there in a chair and actually see how traffic stacks up! Sat at the NB lights sometimes 4-5 light changes, meanwhile 2 cars cross SB, and vice versa depending on the times of day! Do better!! South National got a 4 lane diverging diamond before you expanded the original??? Again, do better! Quit treating the NS like red headed step children!!

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 37m  1

 **Ozarks Transportation Organization**  
**Genny Seaburn Sexton** Thank you for filling out the surveys. The project teams will appreciate the information.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/19/2022


**Received through:** Facebook

**Contact Name:** Mike Young


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

*OTO's Original Posting*



*Facebook Comment*


 **Ozarks Transportation Organization**  
6d · 🌐


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 **Lindsey Parks**  
Use your best judgment by your best minds when all is said and before it's done. [Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d  1

 **Ozarks Transportation Organization**  
**Lindsey Parks** Thank you for your comment. [Like](#) [Reply](#) 1d

 **Lindsey Parks**  
**Ozarks Transportation Organization** 🙌 [Like](#) [Reply](#) [Hide](#) [Send Message](#) 22h



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Tim Compton/Mark Riddle/Brad Grainger

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
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**5,127** People reached   **1,063** Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Tim Compton**  
Adding lanes each direction. Fly over west bound to south 65. Flyover west bound to north 13, north of Norton road, no stops. Flyover South 13 to East bound 44.  
[Like](#) [Reply](#) [Hide](#) 1w [3](#)


**Mark Riddle**  
**Tim Compton** at one time- a few years ago MoDot said that the diverging diamond would solve problems at 13/44 interchange and that flyovers were not feasible due to lack of land to be acquired!!!! Too many businesses and homes near there!  
[Like](#) [Reply](#) [Hide](#) 1w

**Tim Compton**  
**Mark Riddle** not very creative are they?  
[Like](#) [Reply](#) [Hide](#) 1w

**Brad Grainger**  
**Mark Riddle** zero homes & businesses located at the NE corner of 13/44 where the proposed flyovers were suggested.  
[Like](#) [Reply](#) [Hide](#) 1w

**Mark Riddle**  
**Brad Grainger** 1. Didn't know there was any proposed plans or architect drawings out for viewing and there are 4 residences in the NE area and vacant land that the city zoo owns and is buying more property in that area as we speak.  
2. Yes there are drawbacks to flyovers as stated from MoDot years ago but never say never but the 13/44 nightmare needs attention now or ASAP!  
[Like](#) [Reply](#) [Hide](#) 1w [1](#)

**Ozarks Transportation Organization**  
**Tim Compton** Thank you for your comments. Please use this link to leave comments for the project team: [https://fixi44.questionpro.com/...](https://fixi44.questionpro.com/)

 **FIXI44.QUESTIONPRO.COM**  
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[Like](#) [Reply](#) [Remove Preview](#) 1w [1](#)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Zac Stevens

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


### OTO's Original Posting



### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
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 **Zac Stevens**  
I wish we could get FF over James River freeway fixed. This area is full of holes in the concrete.  1

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

 **Author**  
**Ozarks Transportation Organization**  
Zac Stevens Thank you for your comment.  
[Like](#) [Reply](#) 1d



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/18/2022

**Received through:** Facebook


**Contact Name:** James Hearron/Greg Jewell

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

### OTO's Original Posting


 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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### Facebook Comment Thread

 **James Hearron**  
I would love to see improved crossings for pedestrians and cyclists who need to cross I-44 safely. Improved signage, seperated paths & culverts and/or bridges would be a plus. There are many parks & biking trails north of I-44 that should be safely a... [See more](#) [Like](#) [Reply](#) [Hide](#) 1w [6](#)

 **Author**  
**Ozarks Transportation Organization**  
James Hearron Thank you for your comments. There are Pedestrian/Bicycle improvements in the proposed project. More details can be found at [www.FixI44.com](http://www.FixI44.com). Also, please fill out the comment card on that website with your suggestions and questions.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO** [Like](#) [Reply](#) [Remove Preview](#) 1w [1](#)

 **Greg Jewell**  
James Hearron great point and ideas! [Like](#) [Reply](#) [Hide](#) 1w [2](#)



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Colby Forsythe



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

### OTO's Original Posting


### Facebook Comment


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6d · 🌐


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5,127 People reached    1,063 Engagements    — Distribution score    [Boost again](#)

 **Colby Forsythe**  
Northbound 44 & Kansas Expy needs something. The added distance on the highway offramp was an ineffective bandaid that doesn't work when you throw the length OTR trucks require into the mix. Also with the diverging diamond setup, it's difficult for passenger traffic to make a right turn from the offramp because you can't see the traffic coming on the diamond until its already there... which makes people wait. Adding to the congestion. We won't have the problems at the other diamonds in town; but only because they don't have the same kind of traffic at that intersection does headed north.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 21h  2

 **Ozarks Transportation Organization**  
**Colby Forsythe** Thank you for your comment.

[Like](#) [Reply](#) 1m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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


**Date received:** 02/19/2022

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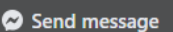
**Contact Name:** Mark Pearl/Mike Davis

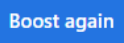
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### OTO's Original Posting






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6d · 🌐


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

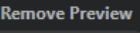
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



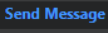
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



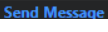
 **Mark Pearl**  
More lanes would just make it more difficult. Just lower the speed limit on 44 as it passes Springfield. Then have the left lane not be a drive as fast as you want lane, but make it the lane for vehicles that are not going to exit. Make the right lane for vehicles that are going to exit and merge on and off.  
   1w 

 **Ozarks Transportation Organization**  
**Mark Pearl** Thank you for your comment. Please follow this link to leave a comment for the project team: <https://fixi44.questionpro.com/...>

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**  
   1w

 **Mike Davis**  
**Mark Pearl** 🤔🤔🤔🤔🤔🤔

 **Mark Pearl**  
**Mike Davis** 44 and 65 have a lot in common. When you're going north on 65 and taking the Kearney exit during morning rush hour, there are many times that the exit is backed up onto 65. Those coming up on this exit are unaware of the backup as the top the small hill there and have to make evasive maneuvers to avoid rear ending someone while driving 65-80 mph in the right lane. The other two lane have people driving even faster and cutting across several lanes at the last second to exit. There's really no way to make any evasive maneuvers with all the traffic wizzing by. There seems to be an accident several times per week there  
    23h

 **Mike Davis**  
**Mark Pearl** you said that 44 didn't need to be widened just need to lower the speed limit. Lowering the speed limit on a highway with an ever increasing volume of traffic is not the answer..... More lanes is the answer. Restrict semi's to the outer two lanes and it will work beautifully.  
    23h





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Tom Martz

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

**5,942** People reached **1,237** Engagements **—** Distribution score [Boost again](#)

Boosted on February 16 at 11:57 AM **Finishes in 9 days**  
By Ozarks Transportation

People reached	<b>5.2K</b>	Post Engagements	<b>235</b>
----------------	-------------	------------------	------------

[View results](#)

👍👎 41 68 Comments 17 Shares

### Facebook Comment

**Tom Martz**  
From I-44W to KS13N a direct lane would do lots to alleviate the flow of traffic off of the interstate until the light at Norton brings everything to a stop.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 17h

**Ozarks Transportation Organization**  
**Tom Martz** Thank you for your comment.

[Like](#) [Reply](#) 1m

**Tom Martz**  
Dan. As a person who lives here and drove based outta here the DD has been a hassle only without it, it would even be worse.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 6d



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022

**Received through:** Facebook


**Contact Name:** Nerissa King

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)


1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment

**Nerissa King**  
I live on Evergreen I can see I-44 out my kitchen window. If they're going to turn it to six lanes that is going to be a noise nuisance it already is I have a soundproof wall that is 12 in thick in the front of my house. If it goes to six Lanes we want a wall just like 65 Highway has the residents around here do not want it to turn to six Lanes. Approximately 1000 to 1,500 ft to the highway from my house as it is so are you planning on purchasing our homes to turn it into six Lanes? How is this really going to work. This is going to make our home values go down as well.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 10h

**Ozarks Transportation Organization**  
**Nerissa King** These are great questions. The project team is hosting a community open house to answer questions and to hear feedback/concerns. This would be a great time to ask them these questions. The community open house is Tuesday, March 1st from 4:30pm-6:30pm at the Library Station's Frisco Community Room. If you are unable to attend, please visit the website [www.FixI44.com](http://www.FixI44.com) and use the comment card to share your questions and concerns.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application LOTO**

**Nerissa King**  
**Ozarks Transportation Organization** I work during this time. So I won't have an opportunity.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 47m

**Nerissa King**  
It happen anyways truly our opinions don't matter.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 46m

**Ozarks Transportation Organization**  
**Nerissa King** I am sorry the meeting is not at a convenient time. The project team will read your comments and respond to any questions if you use the comment card on the website. Or, direct message us with your email and we will send it to the project team so they can answer your questions.

[Like](#) [Reply](#) 7m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Terry Blauvelt


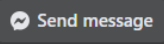
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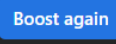
### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** 

1,290 People reached   260 Engagements   — Distribution score   

 **Terry Blauvelt**  
**Ozarks Transportation Organization** I agree with the need for sound mitigation similar to what has been used on US 65 through Springfield. I live a mile away from I-44 in a well insulated, all brick house with triple pane windows and the traffic noise from I-44 is invasive during times of heavy traffic and is annoying otherwise.

Like Reply Hide [Send Message](#) 1d

 **Ozarks Transportation Organization**  
**Terry Blauvelt** Thank you for your comment.

Like Reply 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/25/2022

**Received through:** Facebook

**Contact Name:** Scott Hall


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

### OTO's Original Posting


### Facebook Comment


**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)






7,517 People reached   1,436 Engagements   — Distribution score   [Boost again](#)

 **Scott Hall**  
Now someone is building a car wash at 44 and Kansas. More bottle necks and how many car washes do we need . There's one going up on every corner like gas stations

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 21h  1

 **Ozarks Transportation Organization**  
Scott Hall thank you for your comment.

[Like](#) [Reply](#) 16m

 Reply to Scott Hall...    



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022


**Received through:** Facebook

**Contact Name:** Dustin Tinsley


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

*OTO's Original Posting*



*Facebook Comment*


 **Ozarks Transportation Organization**  
23h · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

347 People reached   65 Engagements   — Distribution score   [Boost again](#)

 **Dustin Tinsley**  
Nothing wrong with it .  
Don't need a grant.  
Use the tax money you already have and fix the roads.  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2h  1

 **Ozarks Transportation Organization**  
**Dustin Tinsley** Thank you for your comment. This area was a high priority in the OTO area based on scoring. Also, this area received the highest amount of public comments. The application for a grant is due to the estimated project scope for this project exceeds the tax base and there are other projects/maintenance throughout the OTO area that need to be completed, as well.  
[Like](#) [Reply](#) 34m

Write a comment...



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/20/2022

**Received through:** Facebook


**Contact Name:** Jesse Hearndon/Scott Hall

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

### OTO's Original Posting


**Ozarks Transportation Organization**  
6d · 🌐



PUBLIC INPUT REQUESTED - Fix I-44  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF



 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Jesse Hearndon**  
how about you do something about the BS 60mph speed limit on 44 that always seems to have LEOs camping to drum up revenue for the state.  
  
There was a time in my life where I could ride a bicycle that fast and the only time people are doing the limit ever is if one of your ubiquitous Explorer Interceptors are sitting in the median between Glenstone and 65 which I can always bet all the tea in China that one is there in the morning and I can set my watch by the sea of brake lights right before that LEO.  
  
this is Missouri, not New York.  
[Like](#) [Reply](#) [Hide](#) 1w Edited  1

 **Author**  
**Ozarks Transportation Organization**  
Jesse Hearndon Thank you for your comment.  
[Like](#) [Reply](#) 1w  1

 **Scott Hall**  
Jesse Hearndon I agree soon as you hit Springfield it's a bottle neck people slamming on there breaks because the speed limit reduces just keep the traffic flow moving  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 5d  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022


**Received through:** Facebook

**Contact Name:** Dale Fisher Milam


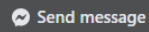
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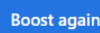
### OTO's Original Posting



### Facebook Comment

 **Ozarks Transportation Organization**  
23h · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** 

**347** People reached **65** Engagements **—** Distribution score 


 **Dale Fisher Milam**  
This section of I-44 from 65 to Kansas Expressway needs to be 6 lanes. I feel that this section around Springfield is neglected and should have been 6 lanes a decade ago. MODOT is behind the times here.  7

**Like Reply Hide 1w**

 **Author**  
**Ozarks Transportation Organization**  
**Dale Fisher Milam** Thank you for your comments. Please visit [www.FixI44.com](http://www.FixI44.com) to find out more information and to leave comments for the team. The goal of this grant application is to fix capacity issues on I-44 from Kansas Expressway and US 65.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

**Like Reply Remove Preview 1w**

 **Billie Frye Thurman**  
**Dale Fisher Milam** needs to go from 65 to James River

**Like Reply Hide 1w**





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022

**Received through:** Facebook

**Contact Name:** Billie Frye Thurman


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

**OTO's Original Posting**


**Facebook Comment**

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

1,290 People reached   260 Engagements   — Distribution score   [Boost again](#)

 **Billie Frye Thurman**  
Dale Fisher Milam needs to go from 65 to James River

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h

 **Ozarks Transportation Organization**  
**Billie Frye Thurman** That section is a priority. The project team is hosting a community open house. They would be able to provide more detail on that section of I-44. The community open house will be held on Tuesday, March 1st from 4:30-6:30pm at the Library Station's Frisco Community Room. Thank you.

[Like](#) [Reply](#) 17m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/24/2022

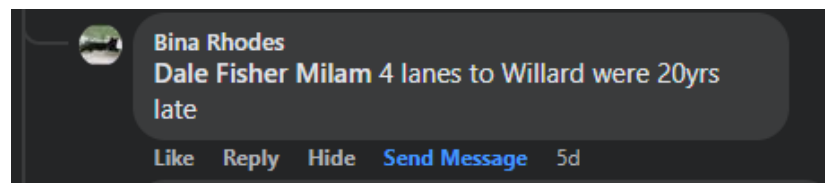
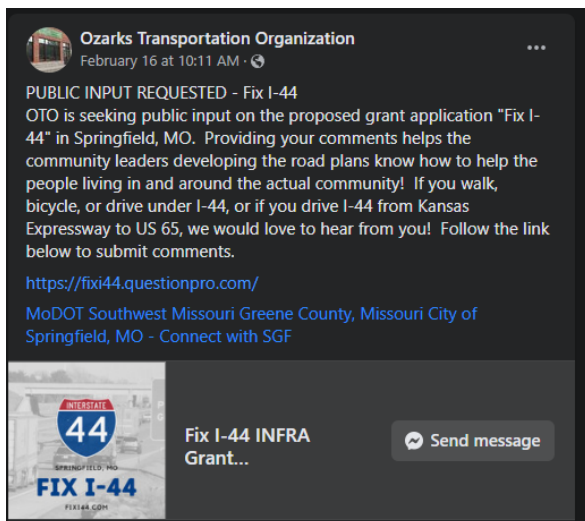
**Received through:** Facebook

**Contact Name:** Bina Rhodes

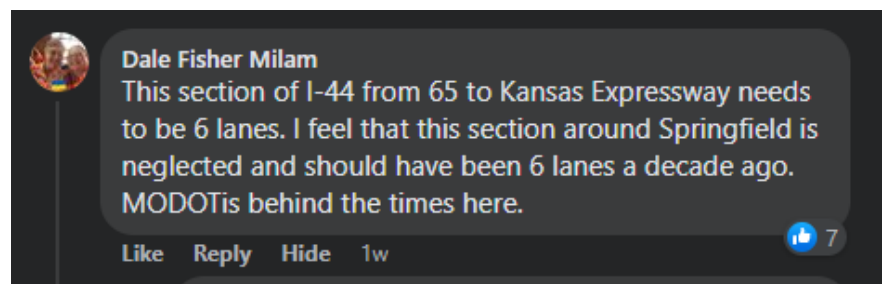
**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comment



**Above Comment was a reply to the following**



**OTO Response:** Liked the comment



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/19/2022


**Received through:** Facebook

**Contact Name:** Brenda Fulbright


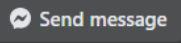
**Contact Email/Ph #:** not available

*OTO's Original Posting*


*Facebook Comment*


 **Ozarks Transportation Organization**  
6d · 🌐


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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF


 **Fix I-44 INFRA Grant...** 

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

 **Brenda Fulbright**  
I avoid it like the plague. It seems extremely narrow, should be 6-lanes and the speed limit raised. I drive to Ozark every day and would rather take Kearney Street than I-44.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 3d Edited  3

 **Ozarks Transportation Organization**  
**Brenda Fulbright** Thank you for your comment. Please follow this link to leave a comment for the project team. <https://fixi44.questionpro.com/...>

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**

[Like](#) [Reply](#) [Remove Preview](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Paul Mark


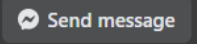
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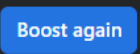
### OTO's Original Posting





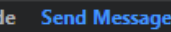

### Facebook Comment


 **Ozarks Transportation Organization**  
6d · 🌐




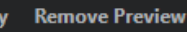
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF





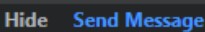

 **Fix I-44 INFRA Grant...** 

5,127 People reached    1,063 Engagements    — Distribution score    

 **Paul R Mark**  
Highway 13 and I 44 intersection needs to be moved west away it's current location. To much mixture of local into businesses and though traffic, separate though traffic from that mixture ! !  
    23h  3

 **Author**  
**Ozarks Transportation Organization**  
Paul R Mark Thank you for your comment. Please share this information with the project team, as well at: <https://fixi44.questionpro.com/>.

 **FIXI44.QUESTIONPRO.COM**  
**Fix I-44 INFRA Grant Application | Fix I-44 INFRA...**  
   22h

 **Paul R Mark**  
Take it (13) west to about I 44 and James River that would link more appropriately.  
    22h  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** David Blevins

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


### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **David Blevins**  
Bypass I 44 towards Bolivar you already lost this section to bad design and good intentions leave it to the locals

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d

 **Author**  
**Ozarks Transportation Organization**  
David Blevins Thank you for your comment.

 **David Blevins**  
**Ozarks Transportation Organization** off subject but since your listening would you consider the replacement for the cable ferry at Akers Ferry in Shannon County

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2h

 **Author**  
**Ozarks Transportation Organization**  
**David Blevins** This would be outside our area. The Ozarks Transportation Organization MPO area includes Christian and Greene Counties and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. Shannon County may be able to help or direct you to the correct contact for this request. Thank you!

[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Susan Rathke


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


### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Susan Rathke**  
My aunt was on the team that designed I-44 many decades ago. She was one of the main engineers!

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 2d  1



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/28/2022


**Received through:** Facebook

**Contact Name:** Tim Diaz


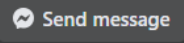
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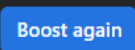
### OTO's Original Posting



### Facebook Comment



 **Ozarks Transportation Organization**  
6d · 🌐



**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** 

5,127 People reached   1,063 Engagements   — Distribution score   

 **Tim Diaz**  
kansas expressway at I44 is a headache.i avoid it as much as possible.ill travel to glenstone nb at I44 just to avoid it.the the I44 off ramp going nb 13 is too short and needs better signage and on ramp from kansas exp getting on to I44 eb is too short not giving truck enough length to get up to speed its a traffic merging nightmare.  1

 **Tim Diaz**  
signage is lacking because people still dont know how to merge into traffic properly  7h

 **Author**  
**Ozarks Transportation Organization**  
Tim Diaz Thank you for your comments.  1m





## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/21/2022


**Received through:** Facebook

**Contact Name:** Randy Craig


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

**OTO's Original Posting**



**Facebook Comment**


 **Ozarks Transportation Organization**  
6d · 🌐

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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

 **Randy Craig**  
The intersection at 13 and 44 what a JOKE ! Evenings coming into town on 13 , 2 mile backups , on Kansas traffic backed up past Kearney ! Avoid this intersection !!  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 20h  2

 **Ozarks Transportation Organization**  
Randy Craig Thank you for your comment.  
[Like](#) [Reply](#) 1m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/25/2022

**Received through:** Facebook

**Contact Name:** Ross Grandanette


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

### OTO's Original Posting


### Facebook Comment

**Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
OTO is seeking public input on the proposed grant application "Fix I-44" in Springfield, MO. Providing your comments helps the community leaders developing the road plans know how to help the people living in and around the actual community! If you walk, bicycle, or drive under I-44, or if you drive I-44 from Kansas Expressway to US 65, we would love to hear from you! Follow the link below to submit comments.  
<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

7,517 People reached   1,436 Engagements   — Distribution score   [Boost again](#)

 **Ross Grandanette**  
Hy. 13 at I 44 is bad. Probably shouldn't have been done like it is. I've seen numerous big rigs in a mess there. No doubt that is a top priority for you.

[Like](#) [Reply](#) [Hide](#) [Send Message](#) 40m

 **Author**  
**Ozarks Transportation Organization**  
**Ross Grandanette** Thank you for your comment.

[Like](#) [Reply](#) 14m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/17/2022


**Received through:** Facebook

**Contact Name:** Mark Weller


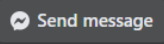
**Contact Email/Ph #:** not available

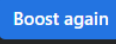
**OTO's Original Posting**


**Facebook Comment**



 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


PUBLIC INPUT REQUESTED - Fix I-44  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** 

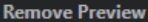
1,290 People reached   260 Engagements   — Distribution score   

 **Mark Weller**  
I am not shure what is needing "Fixed". 👍 1

    15h

 **Author**  
**Ozarks Transportation Organization**  
Mark Weller The website [www.FixI44.com](http://www.FixI44.com) shares the goal of the project and provides more detail. Thank you for your inquiry.

 **OZARKSTRANSPORTATION.ORG**  
**Fix I-44 INFRA Grant Application | OTO**

   29m



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/20/2022

**Received through:** Facebook


**Contact Name:** Christopher Mann/John Saunders

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
6d · 🌐

**PUBLIC INPUT REQUESTED - Fix I-44**  
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MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Christopher Mann**  
Why, MoDot already has their mind made up, this public input is just a formality.  
[Like](#) [Reply](#) [Hide](#) 1w [👍 5](#)

**Author**  
**Ozarks Transportation Organization**  
**Christopher Mann** Thank you for your comment.  
[Like](#) [Reply](#) 1w

**John Saunders**  
**Christopher Mann** it is a " Here is what we are doing meeting ". Been going on for years..  
[Like](#) [Reply](#) [Hide](#) 1w [👍 1](#)

**Christopher Mann**  
**John Saunders** yep [👍 1](#)  
[Like](#) [Reply](#) [Hide](#) 1w



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 03/01/2022


**Received through:** Facebook

**Contact Name:** Brandon Steeley


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

### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐


**PUBLIC INPUT REQUESTED - Fix I-44**  
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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

7,517 People reached   1,436 Engagements   — Distribution score   [Boost again](#)

 **Brandon Steeley**  
Maybe you should fix it right the first time instead of putting bandaid after bandaid on it, just wasting money.

Like Reply Hide [Send Message](#) 7h

 **Author**  
**Ozarks Transportation Organization**  
Brandon Steeley Thank you for your comment.



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/22/2022

**Received through:** Facebook


**Contact Name:** Rusty Boersma/Debbie Morgan/Annie Schack/Joe Stokes & Serrel White Eagle

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

### OTO's Original Posting

**Ozarks Transportation Organization**  
6d · 🌐

PUBLIC INPUT REQUESTED - Fix I-44  
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 **Fix I-44 INFRA Grant...** [Send message](#)

5,127 People reached   1,063 Engagements   — Distribution score   [Boost again](#)

### Facebook Comment Thread

**Rusty Boersma**  
Rid this state of Republicans.....that's the first step....  
Like Reply Hide 1w 🍌🍌🍌 4

**Debbie Morgan**  
**Rusty Boersma** oh such a stupid statement  
Like Reply Hide 1w 🍌🍌🍌 2

**Rusty Boersma**  
**Debbie Morgan** how so? Every single one of our Republicans in Congress, voted against President Biden's infrastructure bill....  
Like Reply Hide 1w 🍌🍌🍌 4

**Annie Schack**  
**Rusty Boersma** thank goodness they did....  
Like Reply Hide 1w 🍌🍌🍌 1

**Rusty Boersma**  
**Annie Schack** yeah, because having bridges collapse is much better....  
Like Reply Hide 1w

**Rusty Boersma**  
**Annie Schack** thanks to President Biden's infrastructure bill, Christian county can now replace 3 dangerous bridges....  
Like Reply Hide 1w

**Joe Stokes**  
**Rusty Boersma** They wisely voted against it because of all the other socialist programs that were in it. Bring it up again without the socialist agenda items and see what happens. Besides, they still haven't spent all the money in the first stimulus package.

**Serrel White Eagle**  
**Joe Stokes** I guess he's also I favor of the millions of his tax dollars that we're going into the the Nancy piglosy memorial park in San Fran..... So much good for the entire country. 🍌  
Like Reply Hide [Send Message](#) 3d

**Joe Stokes**  
**Rusty Boersma** not true. There were 69 yea votes in the Senate. With only 50 Dems in the Senate, there must have been some Republicans that voted for it. Unless .....?



## PUBLIC COMMENT



**Area of concern:** I-44 INFRA Grant

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

**Date received:** 02/27/2022


**Received through:** Facebook

**Contact Name:** Jimmie Reed


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


### OTO's Original Posting


### Facebook Comment

 **Ozarks Transportation Organization**  
February 16 at 10:11 AM · 🌐

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<https://fixi44.questionpro.com/>  
MoDOT Southwest Missouri Greene County, Missouri City of Springfield, MO - Connect with SGF

 **Fix I-44 INFRA Grant...** [Send message](#)

 **Jimmie Reed**  
Hwy13 need work also 6 land will help the back up of I44 to  
[Like](#) [Reply](#) [Hide](#) [Send Message](#) 1d Edited

 **Author**  
**Ozarks Transportation Organization**  
Jimmie Reed Thank you for your comment.



# **Other Public Comments**





## PUBLIC COMMENT



**Area of concern:** Internet Infrastructure

**City/County of concern:**

**Date received:** 02/25/2022

**Received through:** Facebook

**Contact Name:** Scott Kelbell

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

### Facebook Direct Message

Grant - Enterprise Survey Software



We need more internet infrastructure. We don't need to move people. This is a red state, right?

Thank you for your comment. Internet infrastructure is something the OTO is not able to assist with. The Ozarks Transportation Organization works with area stakeholders in regards to transportation. Please reach out to the city/county/state reps for your area. Thank you!



Already did it. Of course, the feds want you to take their money for their own purposes. Thank you for what you do, nonetheless.

We appreciate public input! It is an important part of the planning process. Please reach out anytime with suggestions or areas of concern that are within the OTO MPO area. Here is a link to the public input portion of our webpage: <https://www.ozarkstransportation.org/give-us-your-input>. Thank you again for reaching out. Have a great day!





## PUBLIC COMMENT



**Area of concern:** Light rail transfer station

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

**Date received:** 02/21/2022

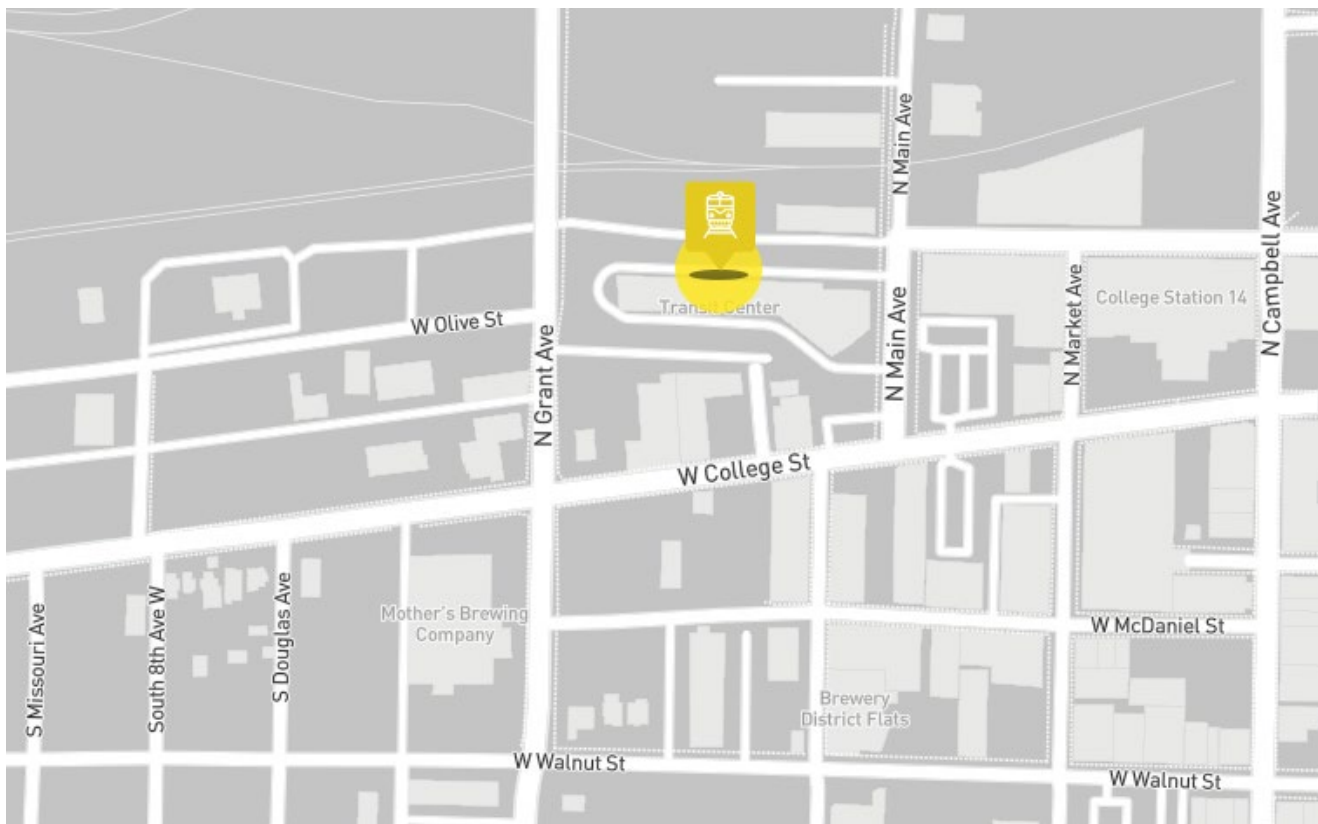
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Dalton

**Contact Email/Ph #:** none

**Comment:** The following area serves as a bus hub for the area. The following could potentially be used as a transfer station for light rail in the area. There are unused railroad tracks and existing tracks utilized by BNSF. In addition the following network can be expanded to serve the community with an efficient transit system. The following could also serve high speed rail or connections outside of the city and state.

### Map



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